



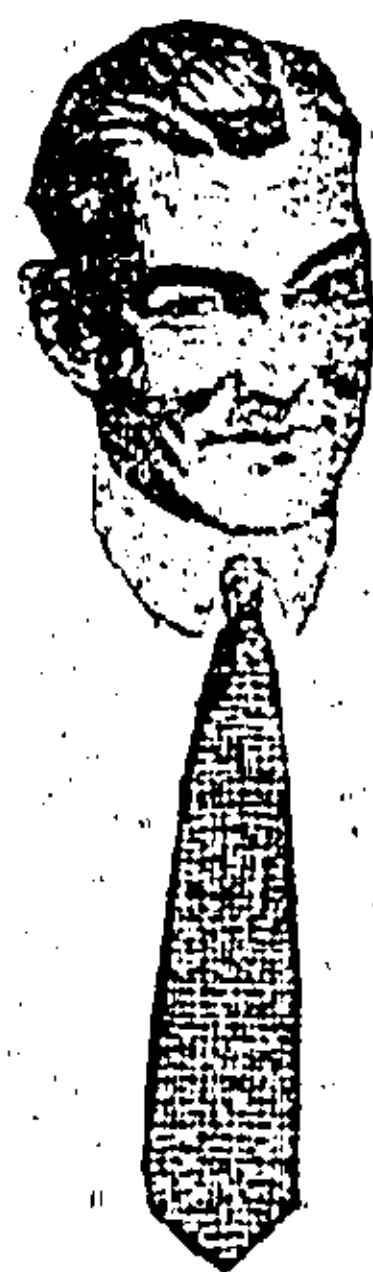
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CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.,
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THE EL DORADO OF THE FAR EAST.

CHINA'S VAST TRADE MARKETS.

BRITAIN'S CHANCE.

[BY DAVID FRASER IN "THE TIMES"]

Lord Palmerston attempted to persuade the House that the trade with China was of so great importance to the working classes of this country, that it was worth while to encounter the greater expenses which have been incurred. Now I will venture to say that our trade with China for thirty years has not left one single farthing of profit.

If you look back for the last thirty-five years you will find that China is the only country that has disappointed you; that is, that the exports to China have not kept pace with the natural increase of your trade in other directions. Last year your exports to China were £3,500,000. China stands only twelfth in the list of your foreign customers.

In 1841 Lord Palmerston, one of the few British statesmen who understood the Chinese questions, was being attacked in the House of Commons for his policy in China, and in the forefront were those wretched words which are quoted above. They would have justified our interests in China rather than spend a penny in promoting them. Palmerston took the wider view, and subsequent developments have proved his foresightedness.

For good or ill, Great Britain is an industrial country, and nothing can be plainer than that her future depends upon the sale of her manufactured goods. Upon the profitable prosecution of this business depends her ability to carry the mountain of debt incurred during the war, and to maintain her position among the nations of the earth. In these circumstances what could be more applicable than the attitude of Palmerston?

It represented sound policy in 1841, and all the more so to-day, for the China trade is now a proved quantity, steady and ever-growing. All who know the Far East, moreover, are united in the belief that only the fringes of China have been exploited, and that the potential commerce is incalculable. Stable government and improved communications are needed, and when established, will create a field in which there is room for the enterprise of all the nations. Present conditions in China are bad, but they are not so bad as materially to affect the volume of trade.

Trade with Europe to-day is only a fraction of what it was, and no possible improvement that can be conceived can restore it to its pre-war dimensions within the next decade. The China trade is straining at the leash, eager to bound ahead. It needs but a turn of the political wheel, and a little improvement of the general situation, to open out a new and magnificent vista of trade opportunity.

These are big words. Let us examine sober fact, as detailed in the Customs report on the foreign trade of China for 1921. The total foreign trade, exclusive of treasure, was, in 1901, £47,955,000 (1911, £48,842,000) and in 1921, £57,377,000 (1921, £201,400,000). The total figures provide the truest index to the expansion, as the sterling equivalent is calculated at the average exchange, which in 1921 was 30 per cent. higher than in 1901. Roughly speaking, the foreign trade of China doubles itself every ten years. It should be noted that opium, which figured as a large item of import in 1901 and 1911, is practically non-existent in the returns of 1921.

WONDERFUL PROGRESS.

It is true that the British percentage of the whole has steadily declined from something like 80 per cent. at the end of the century to a little over 40 per cent. in 1921. On the other hand, during the war the percentage dropped well below the present figure, and has only recently shown marked improvement. In any case, 40 per cent. of three hundred millions represents a very handsome turnover. The percentages in 1913 and 1921 were:

Britain and dependencies, 45.26 per cent. in 1913, 40.67 per cent. in 1921; Japan, 18.30 per cent. in 1913, 25.59 per cent. in 1921; United States, 7.60 per cent. in 1913, 16.56 per cent. in 1921.

Any comparison of trade percentages would be incomplete without a reference to the tonnage tables.

TONNAGE ENTERED AND CLEARED.

	1913.	1921.
British	38,000,000	42,300,000
Japanese	25,400,000	31,700,000
Chinese	19,900,000	31,700,000
German	6,300,000	500,000
Russian	1,200,000	1,200,000
French	1,200,000	1,200,000
United States	2,000,000	4,500,000
All countries	83,344,000	114,919,000

Closer inspection of the figures makes instructive reading. Cotton imports for 1913 were 182,000,000 taels (say, £22,000,000), and in 1921 208,000,000 taels (say, £41,000,000). Of this volume, the British share in 1913 was eleven million pieces, and in 1921 only three and a half millions. Metals have risen from 29,000,000 taels in 1913 to 60,000,000 taels in 1921.

Road construction is proceeding in nearly every province, and where a few years ago there was not, outside the Treaty ports, ten miles suitable for motor travel, there will soon be thousands of miles. A tremendous demand for motor vehicles is inevitable, and the Americans are getting all the business so far.

In exports, China has made corresponding advances. The figure for 1921 is 601,000,000 taels (say, £118,000,000), showing that production of raw and manufactured material suitable for foreign consumption is very large. Silk, raw and manufactured, was 103,000,000

(Continued at foot of next column.)

THE OPIUM TRAFFIC.

COLONEL JOHN WARD'S DEFENCE OF HONGKONG.

A special correspondent of the London Daily Telegraph wrote the following account of the Opium discussions at the League of Nations Assembly on Sept. 15th—

The Assembly resumed the discussion of the opium report and the resolutions. Mr. Chao Sin Chu said China was ready to co-operate with the rest of the world in suppressing the opium traffic, and had already done her best to fulfil the obligations imposed by the Opium Convention. There were still, however, foreign colonies near China which permitted the sale of opium for smoking, and certain opium producing countries had in no degree reduced the output of the drug. China itself did not produce one ounce of opium, but many tons of morphine had been smuggled into China during the last few years, and her people were acquiring the habit of hypodermic injection, which was more dangerous than the old habit of opium smoking. China, therefore, appealed to the League for immediate action in the suppression of the export of morphine to countries from which it might be smuggled into her territories.

The Maharaja of Nawangar delivered a very interesting speech on behalf of India. He began by an amusing reference to Lord Chelmsford, who spoke in the debate yesterday and who is described in today's Geneva papers as a Hindu. Continuing, he said the ordinary Western citizen believed that every Indian grows opium and every Chinaman smokes it. He was not, of course, thinking of ladies and gentlemen who came to Geneva and made history, but only of those who stayed at home and read the public opinion. He begged people to believe that in certain Eastern countries, including India, there was a legitimate and general use of opium. It was employed as home-made medicine, just as herbs and simples were used by country folk in Western nations. It was important to recognise that India suffered a loss of forty millions of revenue owing to State restrictions on the production of opium, and the loss to producers was three times that; but India was proud to make a sacrifice in a good cause. India produced and consumed a large amount of opium, but opium was the Indian parallel to alcohol in the West, and Indian soldiers regarded as small dose of the drug after a long march in the same way as European soldiers regarded tea, coffee, or a glass of wine or beer. But the total consumption in India was only two grammes per head of the population, including its use as a veterinary medicine for cattle. The United States consumed twice as much. He was glad that efforts were being made to prevent the abuse of opium, but however desirable it might be, it was none the less difficult in the course of daily life, for everybody to be philanthropists all the time. (Cheers.)

Sir Arthur Steel-Maitland (New Zealand) urged the vital importance of the Government's obtaining control of the drug traffic.

Lieut.-Colonel John Ward (Great Britain) indignantly denied the complicity of the Hongkong Government in the opium traffic and said that "no week passed without fires, confiscation, and imprisonment in connection with this trade. He then went on to say that it was the abuse, not the legitimate use, of opium which constituted a danger, but if faddists were to be believed there was a danger in the use of most things. Beer, whisky, tobacco, and even meat were all dangerous. "If," concluded Colonel Ward, "we are going to be controlled by faddists, first in opium, then in alcohol, then, I suppose, in meat, by the Lord presently we shall not know what we dare eat or drink, and the world will be ruled by fanatics." (Laughter.)

I think the League has more important things to do, and while I support the proposals before the Assembly, I ask fanatics to cry a halt, and give the reasonable, average man a chance." (Cheers.)

The resolutions were then adopted unanimously.

PROHIBITION IN THE FORD MOTOR FACTORIES.

Mr. Henry Ford announces that in consequence of the luxury of the authorities in carrying out the provisions of the Prohibition Law, he proposes to take the question as far as the men employed in his motor-car factories are concerned, into his own hands. Recently, he states, several flagrant instances of men being intoxicated inside the factory have been brought to his notice, and in several cases serious accidents have resulted. In future, therefore, "any man having the odour of beer, wine, or liquor on his breath, or having any of these intoxicants on his person or in his home, will lose his position without excuse of appeal."

taels in 1913, and rose to 150,000,000 taels in 1921. Tea fell from twenty-five millions to twelve, cereals rose from nine to nineteen millions, cigarettes rose from 365,000 taels to 13,000,000 taels. The soy bean and its products which have appeared so miraculously in recent years jumped from 48,000,000 taels in 1913 to 84,000,000 taels in 1921.

At Washington, the Powers concerned entered into a solemn compact to respect the independence of China, which in effect means that all have combined to check the aggressive designs of one Power which was seeking to establish a monopoly of opportunity. The open door and equal opportunity are now guaranteed, and British trade has a fair field, with the advantage of connections far more firmly established than those of any other Power.

It depends upon the intelligence and enterprise of British traders to make good to this El Dorado of the Far East.

A NEW P. & O. MAIL STEAMER.

TRIAL TRIP OF THE "MOLDAVIA."

This vessel, the latest to be completed of the P. & O. Company's post-war mail steamers, just delivered by Messrs. Cammell, Laird & Company, ran a series of successful trials at Birkenhead last month and left the Mersey for Tilbury Dock preparatory to her maiden departure for Australia on October 19th. She bears the name of a P. & O. steamer well known on the Australian trade which was lost in the war while employed as an armed merchant cruiser.

The new *Moldavia* presents a variation from the type of previous ships designed for the P. & O. Company's Australian mail line, which will not lessen her popularity with voyagers to and from the Southern Dominions. The *Valencia* and *Markandeya*, which have been put into service on their completion within the last two years, are passenger steamers; direct descendants of their forerunners of the "M" class, for, while exhibiting the best qualities of their predecessors, they are distinguished from them in that they embody the accumulated improvement in design based upon experience in the operation of the earlier ships, in greater safety increasing numbers, over a period of seventeen years. While in the *Valencia* and *Markandeya*, each approximately of 16,000 tons gross, with a length of 605 feet, accommodation is provided for four decks for 688 first and second saloon passengers, the *Moldavia* (and her sister the *Markandeya*), of the same tonnage and length, are designed for a lesser number; their berthing plan providing for 523 first and 152 second class passengers, a total of 307, on three decks. The chief difference is that while the main deck and the three decks above it are, in the *Valencia*, devoted to passengers' various uses, the new *Moldavia* carries all her passengers' accommodation above the upper deck, i.e. on the promenade, shade and shelter decks respectively.

The first and second saloon promenade decks afford ample spaces for games, dancing or other forms of exercise or entertainment. The cabins are generally on the Incheape place, each having access by its own porthole or portholes to outside light and air. On the promenade deck are the first-saloon music and smoking rooms, lying, respectively, fore and aft of a range of fourteen single or two-berth cabins with, amidships, baths and lavatories. The first-saloon music-room is surrounded by an oval stained glass dome is paneled in finely figured grey wood of delicate shade, with gilt decorated enrichments. A continuous frieze ornamented in gilt runs along the upper part of the panelling. Fine fluted columns with gilt capitals support a flat ceiling, which is paneled with enriched mouldings. The furniture, consisting of a grand piano and numerous easy chairs and chesterfields, in French polished mahogany, contrasts well with the grey wood panelling. From this saloon a fine stairway with decorated iron balustrade leads to the rooms below. The first saloon smoking room is walled in oak of the earl's English period with mouldings and small panels, surrounded by a frieze of the half-timbered style. Both the columns supporting the stained glass dome and the ceiling beams are encased squarely in oak, and comfortably upholstered oaken furniture completes the room's equipment; in adjacent recesses are the bar and lavatorium.

Opening out from the after-end of the music-room is a well furnished verandah, open to the air at the sides, but sheltered by the boat deck above, where are the cabins and bath-rooms of the officers and engineers.

Midway on the shade-deck below there are placed, port and starboard, ranges of cabins for one or more occupants, with an ample installation of bath-rooms, etc. Here, at the forward end, are the Purser's cabin and office and a spacious lounge or entrance hall; at the after-end are the surgeon's cabin, the dispensary and hospital cabins, and it may here be added that there is besides an isolation hospital, fitted independently for male and female patients, at the extreme after-end of the promenade deck; beneath the docking bridge. Farther aft on the shade deck is the broad second saloon promenade and the second music and smoking rooms. The smoking room walls are internally of oak in small square panels. Card tables of oak and chairs of the same wood upholstered in leather give the room a comfortable and cool appearance which is enhanced by encaused ceiling and beams painted in flat white. The second music saloon, furnished in French polished mahogany, is finished and decorated in two shades of light buff, with an encaused ceiling in flat white decorated with enriched mouldings. From this room a stairway of mahogany with decorated iron balustrade leads to the saloons below.

On the forward portion of the shelter deck, again, are first saloon cabins, including single-berth cabins with port and starboard alleyways opening, aft, on to the main companion. From the main companion one passes aft to the first dining saloon, which extends through the width of the vessel, is lighted by twenty large windows, and offers seating for 223 diners at restaurant tables arranged for two, four, eight or ten persons. The panelling of this saloon is finished in wedgewood blue with mouldings picked out in white, and is supplemented by a frieze with ornament etched in white. Large fluted mahogany columns mounted with Corinthian capitals, which are furnished in old gold, uphold a fine ceiling finished in flat white with enriched mouldings and coatings. The chairs of polished mahogany are upholstered in moroccan leather. Aft on the same deck is the second dining saloon where 180 persons may dine at a sitting. Here the ceilings and beams are encased with wood and decorated with mouldings the whole being painted in flat white; the panelling is of full height, decorated with carved mouldings and painted in a light buff colour of two shades. The furniture is of French polished mahogany upholstered in moquette. Between the two dining saloons the galleys, pantries, etc. are conveniently placed for the service of either saloon. Immediately beneath the galleys on the deck next below are the purser's store-rooms and the insulated chambers for the carriage of the ship's provisions. The remainder of the shelter deck is occupied by second saloon cabins flanking a range of bathrooms and lavatories, including an apartment designated the "Ayahs' Wash-place"—a feature peculiar to east-going steamers whose European passengers are frequently accompanied by native servants.

Ample natural ventilation is provided throughout the ship and is reinforced by a generous outfit of electrical ventilating fans in saloons, cabins and bathrooms. Of the passenger accommodation generally it may be said to be characterised by comfort and coolness, as befits a ship designed for travellers in the tropics, and, in the public rooms, by a restful scheme of interior decoration which will gratify the restrained taste of Eastern voyagers.

Horizontal and vertical sliding watertight doors are fitted in the watertight bulkheads below the shelter-deck, and these are so arranged that they may be worked by hand or by the Stone-Lloyd hydraulic system.

The *Moldavia* holds a large extent insulated for the carriage of refrigerated Australian produce. She is capable of stowing 13,500 tons, dead weight, and possesses large cargo hatchways and an outfit of cargo lifting gear which includes 23 tubular steel derricks, one of which is capable of a lift of 50 tons.

The vessel is propelled by twin-screw double reduction geared turbine machinery manufactured by Messrs. Cammell, Laird & Co. who have constructed the ship and the engines from designs prepared in consultation with the P. & O. Company's naval architect, Mr. C. G. Deane, and their superintendent engineer, Mr. Robert Leslie, O.B.E. She is commanded by Capt. Cecil W. Burleigh, D.S.O., R.N.R.

MARINE INSURANCE.

The Marine Insurance Correspondent of the London Daily Telegraph writes:—A short while ago there was much discussion concerning the alleged discrimination which London underwriters were showing against risks on cargo carried in German vessels. To this the underwriters replied that if there were discrimination it was on account of the fact that German vessels were not regarded as such good risks as those of most other maritime nations. As a matter of fact, the German shipowners raised the cry against discrimination because London underwriters would not accept vessels which were undoubtedly of the "tramp class" as "liner" rates.

Be this as it may, it is now established fact that it is difficult to insure cargo on German vessels as "separate risks." Underwriters will accept declarations of cargo by those same vessels on open covers, without any increase of rate. It is true that some underwriters are very unwilling to accept risks by German vessels either by named vessels or on open covers, but nevertheless business has been done, and the fact must be faced that a market now exists for cargo by German vessels, on equal terms as that for goods in British vessels.

This undoubtedly means increased competition for the British cargo owner, but it also means much more serious competition for the British shipowner. If it were more expensive to insure goods by German steamers, the British owner could compete on level terms with his German competitors, but with insurance at the same price, the German owner has an enormous advantage on account of the much lower freight that he is able to accept.

CHINESE NATIONAL ANTHEM.

An Army Order (A.O. 320 of 1922) states that settings of the Finnish and Chinese National Anthems have now been published, and that all military bands should be in possession of at least one set of the music of each anthem.

Chinese music is pentatonic, or built on a scale of five notes. But this tune is in the diatonic scale of Western usage. It comprises two clauses, each of eight bars, quite in the most orthodox European manner. It is in F major, with the first clause ending on the mediant. In fact, there is not a trace of exotic flavour. It strikes one as a dignified, worthy tune, but its range renders it at no very practical national anthem, at least if it is to be sung as well as played. It touches C below the treble staff, and also, in the second clause, boldly rings out repeated F's an octave and a fourth above—the singing of which would be a trial for any ordinary mass meeting in the West.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartnidge, F.R.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital. "They must be accurately centred in frames that are light, strong, and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—ADVT. [44]

EXCHANGE CONTRACTS ACTION.

A STORY OF REPUDIATED CONTRACTS.

LEGAL ARGUMENT OVER PROTECTION OF BUSINESS FILES.

An action concerning exchange contracts, first heard at the Supreme Court last August, was resumed yesterday. The Judge (Mr. J. B. Wood) had indicated that if he decided that the defendant had no case to answer he would give his reasons at some length; otherwise, the hearing would be continued. The parties were notified that the second course had been decided upon and the action was resumed yesterday.

The plaintiffs were the Bank of Canton, Ltd., and the defendants the British Chinese Trading Company.

The statement of claim set out that, by a contract dated April 7th, 1920, the defendants sold and agreed to deliver to the plaintiffs G. \$275,000, delivery in April/May, 1920, at exchange 85 1/2 d/s. The defendants had failed to deliver the G. \$275,000 and therefore the plaintiffs claimed \$35,520.56, representing the discrepancy between the contract and the market price on May 31st, 1920, less certain sums due to the defendants on other contracts for the purchase of gold dollars.

The defence was a denial that the contracts had at any time been authorised by the defendants. The defendants maintained that the plaintiffs knew that no one was authorised to enter into contracts on the defendants' behalf, unless such contracts were signed by or chopped with the private chop of Chin Tin Cho, trading under the style of the British Chinese Trading Co., and that the contracts in question were not so signed or chopped.

In reply to the defence, the plaintiffs said that the defendants allowed it to be represented that one J. M. Xavier, manager of the firm, had authority to effect exchange contracts on behalf of the firm and the exchange contracts concerned in the action were made on the faith of this representation.

The plaintiffs further urged that, by the usage of the Hongkong Exchange Market, exchange contracts are effected by and through exchange brokers by whom only such transactions are signed on behalf of both parties. J. M. Xavier, contended the plaintiffs, was authorised to effect the exchange contracts concerned in the action in accordance with this usage. Alternatively the defendants permitted him to be held out as having authority to do so.

Mr. F. C. Jenkin (instructed by Mr. C. A. Hooper, of Messrs. Johnson, Stokes & Master) appeared for the plaintiffs and Mr. C. G. Alabaster, K.C., with Mr. Eldon Potter (instructed by Mr. W. B. Hind, of Messrs. G. K. Hall Brutton & Co.) for the defendants.

In this action a great deal of evidence had been called as to the custom of exchange brokers to negotiate with senior assistants of firms, but it was contended for the defence that the bank had been definitely informed that the manager had no authority to make exchange contracts.

DEFENDANT IN THE BOX.

Chin Tin Cho, managing partner of the British Chinese Trading Company, was in the witness box the whole day. He said that Xavier, the manager, had no authority to sign contracts on his behalf. His duties were to introduce business and conduct the correspondence. Witness had informed the Bank of Canton, both verbally and in writing, that Xavier could not enter into contracts on his behalf. As to the G. \$400,000 contract for rice with an American firm, the Chinese firm with which witness contracted never fulfilled its contract, owing to the break in prices at that time (1920). For that reason there was no occasion to fix an exchange contract. The other two exchange contracts, mentioned in the statement of claim, he knew nothing about; incidentally, they were in his favour.

In cross-examination by Mr. Jenkin, the defendant said he knew the exchange brokers. If they said they had never seen him except in Court, that was a falsehood. These brokers get instructions from the bank; they are brokers and must be on the side of the bank, added the defendant.

Mr. Jenkin: You say they are deliberately lying because of their connection with the bank?

The defendant was pressed as to cables and letters, which the plaintiffs alleged he had sent to the San Francisco Chamber of Commerce and which they further alleged included claims for reimbursement of loss on the exchange contracts which he now said he had repudiated.

(Continued at foot of next column.)

HAND-BAG SNATCHED FROM A CHAIR.

THIEF CAUGHT BY AN ALERT CONSTABLE.

An impudent case of bag snatching was related before Mr. Lindsell at the Magistracy, yesterday, when a Portuguese missionary priest from Macao charged a sullen looking Chinese with stealing a large-sized hand-bag out of the chair in which he was riding. The bag contained money and clothing to the value of \$300.

The priest, Jose Antonio Azevedo Bartolo, said he arrived in Hongkong on the 17th inst. and engaged a chair at 2 p.m. at the bottom of Flower Street. He had just seated himself in the chair when he felt the bag go from between his legs. He at once gave chase and a few minutes later saw the defendant in the hands of a police officer.

Constable Claud Earnshaw said that he was off duty on the afternoon of the 17th inst. He was walking along Queen's Road when he saw the accused running from East to West carrying a bag. The constable became suspicious and watched the man's actions. The prisoner was not running very fast but directly a police whistle blew from the direction of Flower Street, the man increased his pace. The constable joined in the chase and arrested the man at the entrance of Lee Yuen Street.

At the Police Station the complainant came along and identified the bag as his. In the prisoner's pocket was found a packet of paper.

The prisoner's excuse to the Magistrate was that the Constable had possession of the bag when he was arrested.

The Magistrate ordered the man to be sent to prison for six months.

The prisoner: Is that all?

The Magistrate: That is the most I can give you.

THE BICYCLE CASE.

THE DEFENDANT DISCHARGED.

The young Portuguese named Victor Nevis, who was charged at the Magistracy about a week ago with the theft of a bicycle from a Chinese bicycle shop, has been discharged by Mr. Lindsell, a satisfactory explanation having been given.

Mr. R. E. A. Webster defended.

Defendant said he did not hire the bicycle as alleged. He lived in the same house with a man named Carlos Maria Santos. On the 14th inst. the defendant went fishing with Santos' brother. On returning home they found that C. M. Santos had brought a bicycle home, which he said he had borrowed from a friend in the Hongkong Electric Company. The bicycle was kept at the house for several days and on Tuesday the defendant went for a ride on it and was arrested. C. M. Santos has since disappeared.

Corroborative evidence was given by Santos' brother and the defendant's landlady, after which, Nevis was discharged.

EXAMINATION OF LETTER FILES REQUIRED.

Mr. Jenkin: Will you bring the duplicates of these letters and cables into Court in the morning?

Defendant's counsel objected.

Mr. Jenkin: I will call for them now and I will ask Mr. Hooper to write for their production.

Mr. Alabaster: They have no right to give notice now. Apparently they have the letters and all particulars from a person whom they do not propose to call, and who must be using knowledge gained in the service of the defendant. They must give proper notice at the right time. They have closed their case now. Our answer can always be, "We don't produce."

Mr. Jenkin submitted that the request for production was covered by the original notice.

Mr. Alabaster: They did not ask for any specific documents.

The Judge: I think the first paragraph of their notice covers it. It asks for disclosure of all documents, telegrams, and correspondence relating to the sale or purchase of merchandise by the defendant, covered or intended to be covered by the exchange contracts set out in the statement of claim.

Mr. Alabaster: They are not entitled to give notice in that form.

Mr. Jenkin urged that it would be monstrous and would shut the avenues of justice altogether if a litigant had to name specifically every document he required to have produced by the other side.

The Judge said he would give his decision on the point this morning.

AN ADVENTUROUS JOURNEY.

CHINESE COASTER'S PERILOUS PASSAGE.

The s.s. 'Sai' (hou), a small Chinese coaster of 745 tons, arrived in Hongkong on Monday afternoon and her skipper, Capt. Van den Berg, has reported to the Harbour Master an encounter with a heavy gale. The Captain, who was the only European on board, and the crew, must have put up a strenuous fight to keep the ship afloat.

The vessel left Kin How on Saturday, September 30th with 900 tons of salt for Hongkong. She ran into rough weather on the following day. At 6 p.m. the engineer reported a leakage. Five pumps were set to work, but in spite of this, by 11 p.m. the water in the ship was found to be increasing. It was noticed that when the vessel rolled the seams in the ship's bottom were opening and closing to the movement of the vessel.

On the following morning the Captain decided to make for Taurane, keeping as close as possible to the coast, but in Lat. 13.45 N., Long. 108.21 E., the engineer reported that it was impossible to go any further; the water in the ship was within six inches of the furnaces. Anchor was dropped within 300 or 400 feet of the land and all available hands were set to work jettisoning the cargo of salt.

Pumping was continued throughout the night and by 9.20 o'clock on the following morning the water in the ship had been reduced to 23 inches. Later the vessel was able to make Taurane under her own steam and was able to continue her voyage on October 18th.

She is owned by the Ay Yung Sun Ting Company and was built in Canton during the war. The local agents are the Yee Wob Company.

"ONE OF THE LADS OF THE VILLAGE."

HIGH JINKS AT WEST POINT.

A tailor named Ho Pik Shan, a well-dressed Chinese, imbibed too freely at West Point and caused quite a stir in the neighbourhood, by brandishing a revolver during the early hours of yesterday. He was termed by Mr. Lindsell, at the Magistracy, yesterday, as "one of the lads of the village."

Two charges were preferred against the man. One was that of creating a disturbance, and the other was that of offering a bribe of \$10 to the Sergeant who arrested him.

Inspector Kent said he was arrested at 1.30 o'clock in the morning carrying a revolver in his hand and making a disturbance. The defendant had a licence to carry a revolver but the number on the revolver did not correspond with the number on the licence.

The defendant said that the revolver had been exchanged for one belonging to a friend.

Mr. A. E. Hall for the defendant applied for a remand and the case was adjourned to the 31st inst.

Bail of \$500 was allowed.

IA TRANSFORMATION.

WHAT SOAP AND WATER CAN DO.

Dos Mohammed, the young Indian who was sentenced on the previous day to four weeks' imprisonment by Mr. Lindsell for having stowed away on the s.s. Gregory, appeared again yesterday before the Magistrate.

There was a complete transformation in the youth. He had been washed and supplied with clean clothing. Judging by his appearance yesterday he looked a likely recruit for the Police Force, for which purpose he said that he stowed away from Singapore.

The Magistrate (to Sergt. Andrew): The Deputy Superintendent of Police has been approached by friends of the defendant who state that they will undertake to pay the expenses incurred by the passage from Singapore. Do you know if that has been done?

Sergt. Andrew: I know nothing about him, your Worship.

The Magistrate (to the defendant): If the necessary \$18 is being paid into Court I will arrange to let you go. You had no right to stow away like this.

SPORT.

HOCKEY.

A return match will be played between the Club and the 102nd Grenadiers on the Marina Ground, Kowloon, at 6 p.m., today.

The following will represent the Club:—A. Bower, G. H. Percy, E. G. England, E. W. Major, Rev. E. W. L. Martin, H. Glanville, B. O. Blaker, W. Woodward, E. J. R. Mitchell, D. E. G. Nicholson, E. D. Evans (captain).

CORRESPONDENCE.

THE LOCAL S.P.C.A.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—On several occasions of late, members of the S.P.C.A. have complained that they neither see nor hear of anything being done by the Society. May I be allowed, through the columns of your paper, to give a résumé of the work done up to date?

There is a membership on the books of about 830, but the difficulty the Hon. Treasurer has to face, is the want of adequate addresses of the members, and, having no shroff, the collection of the subscriptions. He would be glad if those members who have not already paid, would send in their subscriptions, together with their postal addresses, to him, (Mr. J. H. Ramsay, c/o The Hongkong and Shanghai Bank).

An Inspector was appointed (Mr. Fredk. Fisher), as from August 1st, who has done a considerable amount of work in the enlightenment of the Chinese and others who were found to be cruel to birds and animals. In the case of market and other coolies, whose work it is to transport crates of chickens, etc., he first notifies them as to the terms of the Ordinance. If the same party is found acting with cruelty a second time, a warning is issued, also a third time, of the fourth a prosecution takes place. The result of such prosecutions, a conviction in every case, proves that the work is being carried out in a satisfactory manner. Copies of the Ordinance, printed in English and Chinese, relating to the carriage of cattle, pigs and poultry, have been prepared, and will be posted on all the wharves where landing takes place. The Chinese translation was kindly done by Mr. A. E. Wood, Assistant S.C.A.

An anonymous donor has promised to build, equip, and endow as a memorial, a Dogs' Home, complete, including an up-to-date lethal chamber, caretaker's quarters, and a paddock for the dogs to exercise in. This will not only be a home for stray dogs, but also a home where persons leaving the Colony for a time may leave their dogs or cats on payment. The question of a site is under consideration, but it is hoped that the building of the Home will soon be started.

The Committee wish to emphasize the fact that all members of the Society, in fact everyone, is able to call the attention of the police to any acts of cruelty they may witness, though they have, of course, no power of arrest.

The annual meeting will take place towards the end of next month, the date to be notified later through the advertising columns of the papers. It is hoped that a large number of the members will attend.—Yours etc.

B. L. FROST,
Hon. Secretary.

October 24th, 1922.

SHAMEEN.

FORTHCOMING FETE AND SALE OF WORK.

In the spring of 1919, when the Canton British Women closed their workroom for the Red Cross they decided to keep in remembrance the great sacrifices made for them by subscribing yearly to the upkeep of a Canton Bed in the Star and Garter Home for disabled soldiers and sailors.

A bed was allocated in the Star and Garter Annex at Sandgate, and the Canton British Women have been subscribing yearly the £80 necessary for its upkeep. The plan, however, has been found to have disadvantages on both sides; here, it means repeated explanation to an ever-changing community; there, it means no trouble with accounts and a certain element of uncertainty awaiting the arrival of the yearly subscription. Therefore, at the instigation of the Committee of the Star and Garter, the Canton British Women have this year decided to endow the Canton bed at Sandgate and make their memorial permanent. To raise the sum required for endowment (about £350), a Garden Fete and Sale of Work will be held on Shameen on November 9th.

The British Women have been working hard throughout the summer and have made or collected a great variety of dainty and useful articles for sale, curious from the North of China, the latest in gloves, ties, and socks from London, perfumes and powders from Paris, embroideries from Haiphong, while in Canton itself, needles have been busy with hand-made lingerie, hand-knitted socks, jerseys and jumpers, and preserving pans have been in great demand for converting oranges, pears, vegetable marrow, persimmons, etc., into marmalade, jams, and jellies. There will be novel and entertaining side-shows to amuse the visitors to the Fete; tea will be served on the ground while a band discourses music; and, in short, preparations for enjoyment are being so carefully planned that a thoroughly delightful afternoon is assured on Shameen on November 9th.

WEDDING PRESENTS.

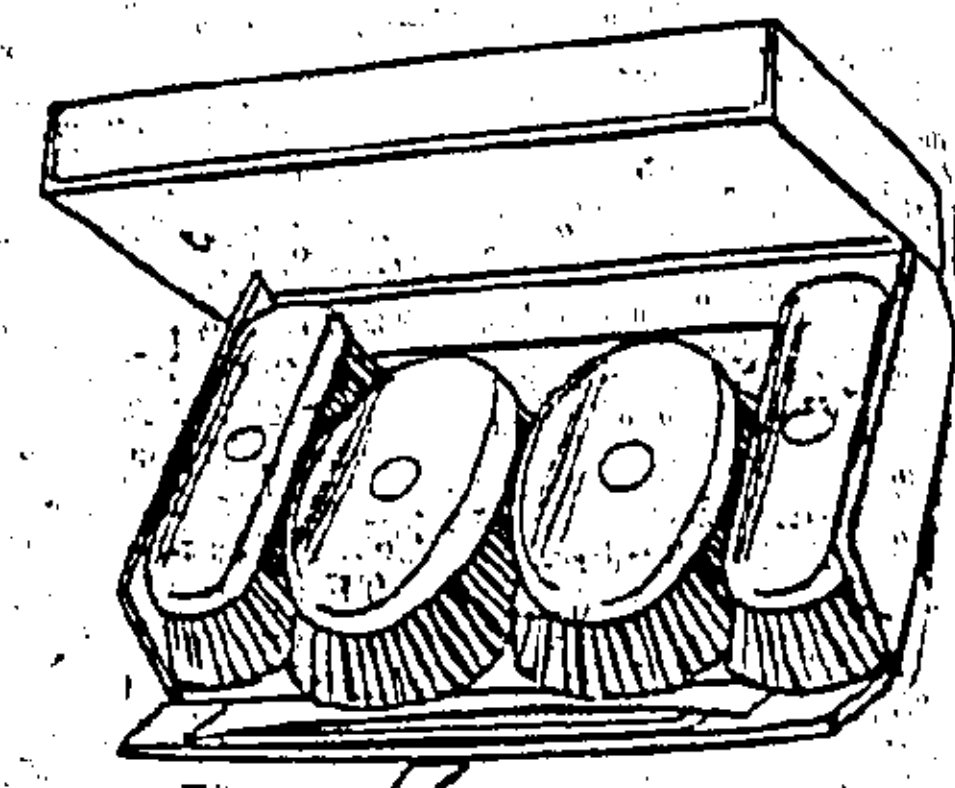
SUGGESTIONS IN SILVERWARE.

By MAFFIN and WEBB'S.

ASPARAGUS DISHES.
BISCUIT BOXES.
CAKE BASKETS.
CALENDARS.
PHOTO FRAMES.
CIGAR BOXES.

CONDIMENT SETS.
CHAIN BAGS.
BUTTER DISHES.
NUT DISHES.
OUTLERY CANTERNS.
TOAST RACKS.

REFINED
AND
DISTINCTIVE.



ENGLISH
AND
EXCLUSIVE.

MEN'S HAIR BRUSHES.

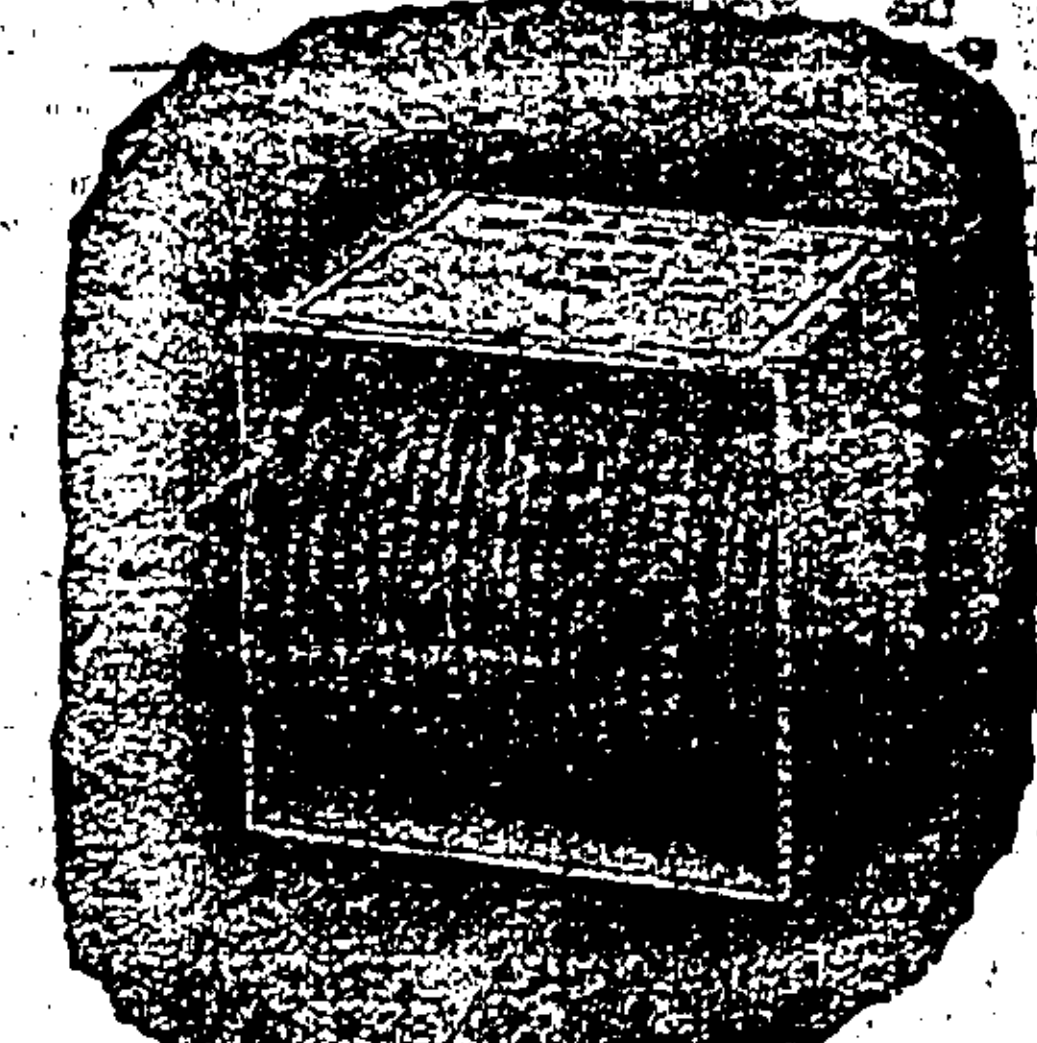
COCKTAIL SHAKERS.
SALAD BOWLS.
FLOWER VASES.
ROSE BOWLS.
SAUCE BOATS.
SPIRIT FLASKS.
ENTREE DISHES.

CLARET JUGS.
NUT DISHES.
SWEET DISHES.
LIQUEUR TOTS.
KETTLES & STANDS.
FISH CARVERS.
HORS D'OEUVRE DISHES.

INSPECTION INVITED.

LANE, CRAWFORD, LTD.

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PACKING LANE, CRAWFORD, LTD.

COLUMBIA RECORDS

"COAL

BLACK

"MAMMY"

AT

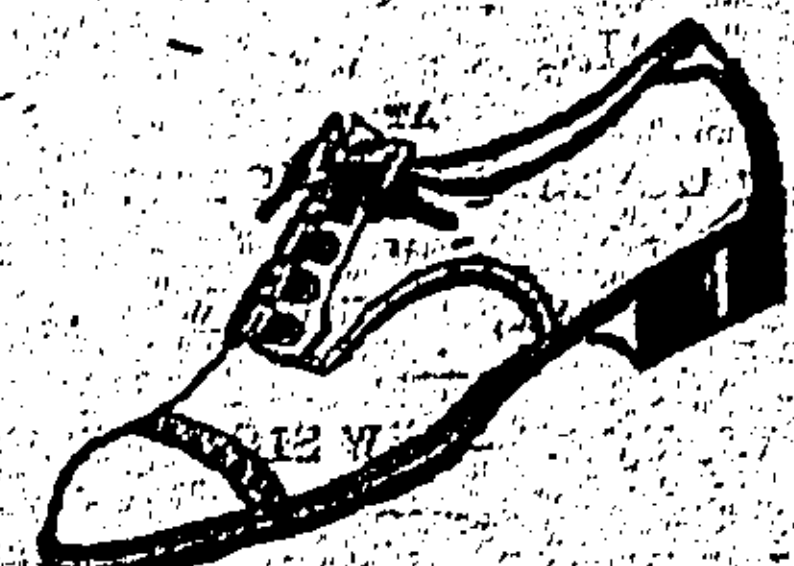
ANDERSON'S.

Wm. Powell
TELEPHONE C. 3146.

JUST A LITTLE BETTER.

This is the reputation that "Kallie" Shoes uphold over their rivals. They are sound and genuine from laces to sole. New stocks just unpacked in all leathers. Price from \$18.50.

THE LATEST FOR
DRESS WEAR.
WALKING
SHOOTING.
GOLF.



We are all agents for
"SAXONE" FOOTWEAR.

Call and inspect the new models of "Kallie" and "Saxone" at 10, 10B HOUSE ST.

NEW ADVERTISEMENTS

HONGKONG CRICKET LEAGUE.

THE ANNUAL MEETING will be held at the Pavilion of the Hong Kong Cricket Club (by kind permission) on FRIDAY, the 27th Inst., at 3.30 p.m.
H. H. TAYLOR,
Honorary Secretary & Treasurer.
[1864]

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA is fixed for SATURDAY, November 18th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hong Kong Club and Camoway Pay Stables.
Entries close Saturday, November 18th, 1922.
[1866]

CONSELHO DE ADMINISTRAÇÃO DAS OBRAS DOS PORTOS DE MACAU.

NOTICE.

IT IS HEREBY NOTIFIED that the calling for TENDERS for the widening of the Marinal Wharves between the Hong Kong Wharf and the Largo Ponto, a Hort, announced to be opened on the 31st INSTANT, has been postponed to 30th of NOVEMBER at 3 P.M. in Harbour Works Department (Estrada da Victoria) Macau.
Secretaria do Conselho de Administração das Obras dos Portos de Macau, 25 de Outubro de 1922.
BERNARDITO M. DA SILVA,
[1865] Pol. O. Secretário.

NOTICE.

REFERRING to recent Press reports stating that the CANTON WATER WORKS have been nominated as one of the securities for the recent loan of the Provincial Government, we hereby make known to the Public the following declaration: The undermentioned Company being an organisation founded and controlled by private individuals without influence of any Government authorities, the Government Official Shareholders, the present Shareholders of the CANTON WATER WORKS Co., beg to state that they do not recognise such dealing of their interests and protest as being against such procedure.
CANTON WATER WORKS CO.,
CANTON.
[1862]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENVENUE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Nov., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 30th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 24th October, 1922. [1863]

ROYAL HONGKONG YACHT CLUB.

OPENING CRUISE AND LADIES' DAY.

THE COMMODORE and VICE-COMMODORE will be "at Home" to Members and their Friends at the Club House on SATURDAY, 28th OCTOBER, from 3 P.M. onwards.

Ladies' Sailing Races will take place and there will be a Rowing Race for Scratch Fours.
By Order,
F. G. VAUX,
Hon. Secretary.
[1865]

NOUS CHERCHONS.

DANS le but de fonder des succursales dans toutes les localités des personnes de quelque importance commerciale, on ne demande ni connaissances spéciales, ni capital on dépose. Gain environ 1,000 à 2,000 francs par mois. Ecrire: "COMPAGNIE D'EXPORTATIONS" "GRANJA" a VALKENBURG (Limbourg) HOLLANDE.
[1865]

AGENT WANTED.

YORKSHIRE Manufacturer of High Class Worsted & Wollen Piece Goods requires Agent for CUT LENGTH Trade in Hongkong. Unlimited support given to real live agent who can influence Business. Splendid range of New Styles for Men's and Ladies' Wear. Knowledge of Textiles an advantage.
Write stating experience to—
THE AIREDALE MANUFACTURING COMPANY,
"Colonial Department," 27, King's Arcade, BRADFORD, YORKSHIRE, ENGLAND.
[1865]

HONGKONG WOMEN'S GUILD

MINISTERING CHILDREN'S LEAGUE

HELP THE CHILDREN'S CHARITIES

BY COMING TO

THE GARDEN FETE AND SALE OF WORK.

AT

GOVERNMENT HOUSE,

ON

SATURDAY, NOVEMBER 4th.

NEW STALLS—NEW SIDE SHOWS.

CHRISTMAS PRESENTS FOR ALL.

[1862]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. H. G. THEYKEN is no longer Manager of our Hongkong Branch and has no further connection with this Company.
Dated the 23rd day of October, 1922.
LIGGETT & MYERS TOBACCO CO., CHINA.
[1864]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. C. W. GAY is temporarily in charge of this Company's Hongkong Branch.
Dated the 23rd day of October, 1922.
LIGGETT & MYERS TOBACCO CO., CHINA.
[1865]

THE CHINA LIGHT & POWER CO. (1918), LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, HONGKONG, on THURSDAY, the 9th NOVEMBER, 1922, at 11 O'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1922, and electing a Consulting Committee and Auditors.
THE TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 31st October, 1922, until THURSDAY, the 9th November, 1922, both days inclusive.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 19th October, 1922. [1840]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE, W. S. BAILEY & CO., LTD. of Hongkong, Marine Engineers and Shipbuilders, hereby give notice that in consequence of change of ownership, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894 in respect of the ship, launch or vessel "TAI WO" of Hongkong, official Number 125705 of register tonnage 19.38 tons, heretofore owned by Messrs. RIZ & Co., for permission to change her name to "BAILEY 3" and to have her registered in the new name at the Port of Hongkong as owned by W. S. BAILEY & CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 21st day of October, 1922.
[1863] W. S. BAILEY & CO., LTD.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By PUBLIC AUCTION, IN ONE LOT

On THURSDAY,

The 2ND DAY of Nov., 1922, at 5 O'CLOCK P.M.

By Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Vaux Road Central, and Messrs. LAMBERT BROTHERS Auctioneers.

[1867]

New Consignments of the well-known Valadis' Egyptian Cigarettes arriving monthly—Crown Prince, Non Plus Ultra, and Superfine.

FOR THE LADIES—"DAMES" AND "LA FRANCE."

FOR PRICES, WHOLESALE AND RETAIL, APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE.

SHIPS SUPPLIED OUT OF BOND.

[1863]

THE CORONET.

THOS. H. INCH

PRESENTS

HENRY B. WALTHALL

FALSE FACES.

KOWLOON THEATRE.

5.45 AND 9.15.

SOLER DIFRANCO

AND PICTURES.

5.45-8.00 P.M.; 9.15-12.20.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NANKIN."

Arrived HONGKONG on 22nd OCTOBER, 1922.

FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

This vessel brings on Cargo from Persian Gulf, B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 22nd October, 1922. [1861]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ROSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 19th October, 1922. [1863]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENHARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Oct., 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS on 27th Oct., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 26th October, 1922. [1845]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

4851 W. G. HUMPHREYS & CO.

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz. Cold, Catarrh, Headache, Hemiparesis, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc.

GUARANTEES TO CURE the above diseases in less than

TWO MINUTES.

"I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically."

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon.

" 3 P.M. to 6 P.M.

J. B. LAL,

No. 12, NATHAN ROAD, KOWLOON.

[1863]

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and flavour.

GIVES THAT DISTINCTIVE

EXCELLENCE TO

A COCKTAIL.

Blends excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants

PHONE CENTRAL 616.

HONGKONG OFFICE: 10A, DES VEAUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1922.

CHINESE LABOUR AGITATIONS

As we may ridicule the Russian hopes of converting China generally to Bolshevism, we cannot ignore the fact that in what may be called the organized industries of the country there are at the present time many evidences of something akin to Bolshevist agitation.

We reproduced yesterday from a Shanghai contemporary a list of the demands that workmen are making on the Shanghai-Nanking and the Shanghai-Hangchow Railways and in other industrial concerns. Besides a demand for a higher scale of wages, and demands for holidays without deduction of wages, and full pay, instead of half pay to men absent from work owing to injuries in their employment, they ask the Railway Administrations for pensions for workmen who retire through old age after long service. Such demands as these appear moderate compared with the demands recently made by men employed in the workshops of the Peking-Mukden Railway. First, the men in the workshops at Shanghai-Kwan went on strike for terms similar to those which appear to have been conceded on the Tsin-Pu (the Tientsin-Pukow) Railway, and a settlement of the strike was reached by the Director of the Railway conceding the terms demanded, thus apparently hoping to avoid an extension of the strike to the Tongshan workshops.

These terms, besides increases of wages ranging from 10 to 20 per cent, include two weeks' leave, with pay, each year; two months' leave with pay at every three years (leave to be taken at one time and pay given on return from leave); sick leave, covered by medical certificate from a railway medical officer, to be paid in full for the first month, and half-pay for the second and third months (no further pay to be given if the sick leave exceeds three months).

Employees are to receive half pay for all public holidays and the fourteen days' leave in the year, "as is done by the Tsin-Pu Railway"; and to those employees who work for two weeks without losing any time, pay for one day will be granted, "as is done by the Tsin-Pu Railway." In addition to these concessions, all skilled employees are to be allowed coal "at the same rate as that given to the railway staff." Is there any railway, or any other industrial concern, in the world, we wonder, outside China, which allows its workmen two months' leave on full pay every three years? But these terms, generous to an extreme degree, in some respects, have not satisfied the men of the Tongshan workshops who have come out on strike for the following additional concessions: free quarters for all workmen, recognition of the Workmen's Club by the Railway; that the engagement or dismissal of men by the Railway must have the approval of the Workmen's Club; pension of full pay for men too old to work; and to the relatives of men who die in the service of the railway two months' pay for every year of service. Finally, full pay is demanded for all men during the strike. If that is not Bolshevism, what is it? Can the State railways of China be successfully run under such conditions? And what hope is there for railway extension in China if this is to be the attitude of Labour? The Government is fighting the strike, and the outcome of the struggle will be awaited with much interest not only by foreign observers, but by railway men and other industrial workers throughout the country. Whatever terms the men in the railway workshops get are certain to be wanted by the men running the trains. Our Tientsin contemporary, commenting on the situation, very pertinently observes that what is done on the Peking-Mukden line will be accepted as a precedent on other Government railways. "And it is time, in view of the unrest experienced on this, and on the Kihnan and Hunan lines, for the Government to make it clear that it will not abandon the control of the Railway administration at the bidding of a handful of agitators who are travestying Western methods. The results to Chinese State railways generally will be disastrous unless the Tongshan Strike is fought to a finish, and the men are made to recognize that administrative authority will never be transferred to a Workers' Soviet." With this view every sane person must agree.

The Hongkong Jockey Club's fifth gymkhana of the season is announced to take place on November 18th.

The second reading of the Supply Bill is to be taken at tomorrow's meeting of the Hongkong Legislative Council.

Another 400 sailors of the United States submarine fleet were entertained by the Colony to film and moving pictures yesterday.

The wedding arranged between Mr. N. C. Wilson and Miss Dorothy A. Hume will take place at the Peak Church on Saturday next at 2.30 p.m.—Adv.

The Canton Waterworks Co. protest in our advertisement columns against the pledging of their property by the Government as a security for the recent loan.

The s.s. *Benvénue* arrived in Hongkong on Monday afternoon minus one of her masts. It was learned that the mast was broken at Singapore, owing to the derricks being subjected to an excessive weight.

The magisterial hearing of the case in which five Chinese were charged with taking part in an armed robbery on the night of September 3rd, at No. 23, Wing Wo Street, has been concluded, Mr. Hamilton committing all five men for trial at the next Criminal Sessions.

Lady Fowler, wife of the General Officer Commanding, has invited all the children of Military who are attending the Garrison School to tea and games at Headquarters House to-day, and the General and Lady Fowler are at home to the parents of the children this afternoon.

The telegraph line through the Gobi desert connecting Peking with the Siberian telegraph system via Kiachta, interrupted since January, 1921, has been reconstructed and is now again open for traffic to Russia, Europe and places beyond Europe on the same conditions as in force for traffic via Holampo.

A Chinese was knocked down by a tramcar No. 2, in Des Vaux Road West on Monday. He was badly injured and had to be removed to the Government Civil Hospital.

Last week there were three deaths from plague, but only two new cases. Three cases of diphtheria and three of enteric fever occurred; in each case one patient died. There were two cases of cerebro-spinal fever and one death from influenza.

Two women, working in a paddy field at Tai-po, quarrelled the other day and fought each other to a standstill. They used billhooks as weapons of offence and defence. When the police arrived on the scene their cases were considered so serious that they were sent to hospital for treatment.

The Sanitary Board met yesterday afternoon but there was only formal business to transact. Dr. W. V. M. Koch resumed his seat on returning to the Colony. Other members present were: The Head of the Sanitary Department (Mr. G. R. Sayer), the Hon. Mr. Chow Shou Son, Mr. S. W. Tso and the Medical Officer of Health (Dr. W. W. Pearce).

OBITUARY.

MR. R. F. BRAYN.

Many residents of the Colony will learn with deep regret that Mr. R. F. Brayn, of the Colonial Audit Department, died as a result of an accident on board the *Hanaka Maru* a few days after leaving England to return to the Colony. Mr. Brayn has been well known to many in the Colony since his first arrival in 1900, since which time, with the exception of a period of service in Nigeria and Nyassaland, he has been continually attached to the Auditor's Staff in this Colony.

The *Evening Star* understands that negotiations are pending for the absorption by Messrs. Arnhold Brothers of the interests of Messrs. E. D. Sassoon & Co., which it describes as one of the most extensive transactions of its kind in the history of the Far East.

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The wedding arranged between Mr. N. C. Wilson and Miss Dorothy A. Hume will take place at the Peak Church on Saturday next at 2.30 p.m.—Adv.

The Canton Waterworks Co. protest in our advertisement columns against the pledging of their property by the Government as a security for the recent loan.

The s.s. *Benvénue* arrived in Hongkong on Monday afternoon minus one of her masts. It was learned that the mast was broken at Singapore, owing to the derricks being subjected to an excessive weight.

The magisterial hearing of the case in which five Chinese were charged with taking part in an armed robbery on the night of September 3rd, at No. 23, Wing Wo Street, has been concluded, Mr. Hamilton committing all five men for trial at the next Criminal Sessions.

Lady Fowler, wife of the General Officer Commanding, has invited all the children of Military who are attending the Garrison School to tea and games at Headquarters House to-day, and the General and Lady Fowler are at home to the parents of the children this afternoon.

The telegraph line through the Gobi desert connecting Peking with the Siberian telegraph system via Kiachta, interrupted since January, 1921, has been reconstructed and is now again open for traffic to Russia, Europe and places beyond Europe on the same conditions as in force for traffic via Holampo.

A Chinese was knocked down by a tramcar No. 2, in Des Vaux Road West on Monday. He was badly injured and had to be removed to the Government Civil Hospital.

Last week there were three deaths from plague, but only two new cases. Three cases of diphtheria and three of enteric fever occurred; in each case one patient died. There were two cases of cerebro-spinal fever and one death from influenza.

Two women, working in a paddy field at Tai-po, quarrelled the other day and fought each other to a standstill. They used billhooks as weapons of offence and defence. When the police arrived on the scene their cases were considered so serious that they were sent to hospital for treatment.

The Sanitary Board met yesterday afternoon but there was only formal business to transact. Dr. W. V. M. Koch resumed his seat on returning to the Colony. Other members present were: The Head of the Sanitary Department (Mr. G. R. Sayer), the Hon. Mr. Chow Shou Son, Mr. S. W. Tso and the Medical Officer of Health (Dr. W. W. Pearce).

MR. BONAR LAW ACCEPTS THE PREMIERSHIP.

PARLIAMENT TO BE DISSOLVED.

KEEN CONTEST FORECASTED.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)

LONDON, October 23rd.

A meeting of the Unionist Party has elected Mr. Bonar Law as leader. Mr. Bonar Law has consequently accepted the Premiership.

The election of Mr. Bonar Law was unanimous.

MR. LLOYD GEORGE'S FAREWELL.

Mr. Lloyd George had a farewell audience with His Majesty the King.

Ovation for New Leader.

LONDON, October 23rd.

Mr. Bonar Law was loudly cheered by the crowd outside the meeting place, likewise by the assembly, which comprised 439 members, including 152 Peers and 67 Parliamentary candidates. The election of Mr. Bonar Law was proposed by Lord Curzon and seconded by Mr. Stanley Baldwin.

Mr. Bonar Law did not define his policy, intimating that he would do so in a speech at Glasgow on the 25th inst.

UNIONISTS' FULL SUPPORT.

The resolution adopted promised Mr. Bonar Law the full support and confidence of Unionists now and after the election.

Lord Curzon, who presided, said the country wanted stability, not sensation; peace at home, as well as abroad; and no extension but a curtailment of responsibilities.

MR. BONAR LAW'S SPEECH.

LONDON, October 23rd.

In contrast to the Carlton Club meeting, there was much enthusiasm over today's proceedings at the Hotel Cecil.

Mr. Bonar Law, on arriving, was surrounded by a cheering crowd in the courtyard, and he stopped and smilingly posed for cinematographers. The meeting sang "For He's a Jolly Good Fellow" when Mr. Bonar Law rose.

In the course of his speech, Mr. Bonar Law said he hoped, now that the party's confidence was given him, that the Coalition Unionists who voted against the Carlton Club resolution would join hands with their Unionist brothers and go to the country as a united party. They differed only regarding the best methods of succeeding in their policy. He declared that this was not the time for introducing "big schemes" which might be beneficial to the Empire, however dear to his heart. They should rather hope for a period of quietness than of fierce controversy. (It is understood that this referred to Tariff Reform). Continuing, he said the Irish Constitution must be given effect to. Referring to Mr. Lloyd George, Mr. Bonar Law said he was sure they would have a pretty stiff tussle, but he hoped they would still be good friends afterwards. He declared that he would open his campaign and submit a definite policy on Thursday.

The meeting unanimously expressed thanks to Mr. Chamberlain for his services.

Lord Curzon clearly indicated that he was continuing the Foreign Secretaryship.

Mr. Bonar Law expressed the opinion that the best way of dealing with the post-war recovery of the country and the world was to leave free play to individual initiative and avoid attempts at social improvement which at another time would be most desirable. As little interference as possible was necessary, either legislatively or administratively. He adopted a sympathetic attitude towards Ireland. He said the Treaty must be given a fair chance. He dwelt on the unparalleled difficulties of the task of the people now attempting to govern Ireland and said Conservatives could not shut off all responsibility but they ought to do everything in their power to help the Provisional Government towards success, so long as the Provisional Government was honestly trying to carry out the Treaty. He concluded with a significant allusion to his health and said that if the burden became intolerable on that account, he would not expect the Party to press him to remain if he asked to be set free.

LIBERALS AND LABOURITES OBJECT TO MID-WEEK ELECTION DAY.

LONDON, October 23rd.

The Liberals and Labourites are agitated over the question of a Saturday polling-day. They declare that if the rumours of a mid-week date being chosen are confirmed, Mr. Bonar Law will make his first mistake in the Premiership, antagonising the workers.

On the other hand, it is pointed out that the date of the election depends upon the proclamation of a Dissolution, as the nominations do not count Sunday.

Mr. Bonar Law is not likely to complete the formalities necessary to ensure the proclamation being issued to-day (which would mean polling on Saturday, November 11th) and if he postponed the proclamation until Monday, October 30th in order to ensure polling on November 15th, the delay would imperil the prospects of ratification of the Irish Constitution.

MR. BONAR LAW ADVISES A DISSOLUTION.

LATER.

His Majesty the King granted an audience to Mr. Bonar Law, who undertook the formation of a Ministry but advised a Dissolution, which, it is understood, will be Royally proclaimed on October 26th.

THE CENTRE PARTY.

LONDON, October 23rd.

Mr. Lloyd George's cautious and non-committal speech at Lord's disappointed expectations by the fact that he did not enunciate a new programme and did nothing to lessen the existing political uncertainties and confusion. His defence of the Coalition record is freely criticised by the vast majority of the papers, while his wholehearted praise of Mr. Chamberlain, Earl Balfour, Sir Robert Horne and other non-revolving Unionist leaders is not regarded as sufficient indication that the formation of a Centre Party is definitely contemplated.

The general view is that the election will prove a solvent of existing party relations, for the Coalition Liberals are likely to fare badly, as they will be generally opposed either by Conservatives or Independent Liberals.

MR. CHAMBERLAIN'S EXPLANATION.

LONDON, October 23rd.

Mr. Chamberlain defined his and his followers' position at a dinner of ex-Coalition Ministers and supporters at the Hotel Victoria. He said: "We are members of the Unionist and Conservative Party, which we have served faithfully, and intend to remain members thereof. We do not contemplate going into or forming another Party. We will urge our views on our own Party." He said he was ready to plead guilty to the accusation that he thought too little of party. He emphasised that the difference between Conservatives was unity of party or unity of nation. He had chosen the latter. He saw no reason against co-operation with the new Government, but he did not believe that the new Government would be able to carry on except by a Coalition.

A TRIBUTE TO MR. LLOYD GEORGE.

Mr. Chamberlain went on to say that he could not have served with Mr. Lloyd George as he had, and part as their ways were now parting, through no wish of theirs, without paying a tribute to the ex-Premier. Mr. Chamberlain declared that his supporters would go to the election in loyalty to their Party.

EARL BALFOUR DEFENDS NEAR EAST POLICY.

Earl Balfour spiritedly defended the action of the supporters of Mr. Chamberlain, and disagreed with the throwing off at Mr. Lloyd George, from the personal and political standpoint of Lord Birkenhead. In a hard-hitting speech he declared that nobody should drive them out from the Unionist Party. He denounced the attitude of the Press in attacking the late Government's recent Near East policy. The Government was left to take its decision alone, and their allies were not in the English press, but in New Zealand and Australia, whose sons lay buried in graves which would have been defiled, but for the Government's action.

LATEST CABLES.

THE NEAR EAST.
REPRESENTATIONS BY THE KEMALIST GOVERNMENT.

PARIS, October 23rd.

It is understood that the Kemal Government has made representations to the High Commissioners at Constantinople, urging the evacuation of Gallipoli by the Greek Civil Authorities and the substitution of Turkish officials for the Greek Administration, of that territory.

WITHDRAWAL OF GREEK ARMY CONTINUES.

CONSTANTINOPLE, October 23rd.

A communiqué states that the evacuation of the Greek army is continuing according to programme.

ITALY'S AGREEMENT ANNOUNCED.

PARIS, October 23rd.

In a communication to the French Government, announcing Italy's agreement with the suggested arrangements for the Near East Peace Conference, Signor Storti says an understanding should be reached between Great Britain and France, in view of Russia's participation in the second phase of the Conference. He declares that Russia's admission to the conference, with the right of signing the treaty, need not imply *de jure* recognition.

LLOYD'S ANNUAL REPORT.

WORLD-WIDE DEPRESSION IN SHIP-BUILDING INDUSTRY.

LONDON, October 23rd.

The world-wide depression in the ship-building industry has been in nowise relieved during the past year, which is explained in Lloyd's Annual Report by the fact that the tonnage afloat in June, classified at Lloyd's, was the highest ever recorded; exceeding 27,000,000 tons, approximately half of which are British.

The year's new tonnage amounts to 2,500,000, which is 32 per cent. below last year, and the number of plans passed are the lowest for thirty-five years.

An interesting sidelight is the progressive demand for oil-burners and oil carriers. The former constituted 52 per cent. of the year's new tonnage, while the demand for the latter was 5,000,000 tons, compared with 1,500,000 tons in 1914.

THE ERRATIC MARK.

FRENCH FRANCES AT SIXTY-TWO.

LONDON, October 23rd.

German marks were erratic, to day, when they touched 17,000 to £1. The movement is distrusted and is regarded as merely the reaction from Saturday's collapse, when they went down to 20,000 to £1. Marks closed on Monday at 18,200 to £1, while French francs were weak at 62 to £1 and Belgian francs at 67 to £1.

CEYLON PASSES RUBBER RESTRICTION ORDINANCE.

TO OPERATE FROM BEGINNING OF NOVEMBER.

LONDON, October 23rd.

Reuter learns that Ceylon has passed the Rubber Restriction Ordinance, which comes into operation on November 1st.

TATA STEELWORKS STRIKE SETTLEMENT.

JAMSHEDPUR, October 23rd.

The strikers at the Tata Steelworks resumed work on condition that their pay will not be reduced and that the management will investigate their grievances with the men's representatives.

EARLIER CABLES.

THE "TIMES" PROPRIETORSHIP.

RETURNS TO THE WALTER FAMILY.

LONDON, October 23rd.

It is understood that, after lengthy negotiations conducted by the Managing Director of the *Times*, Sir Campbell Stuart, the *Times* has been purchased by the Chairman, Mr. John Walter, from the Northcliffe estate. This is taken to mean that the *Times* reverts to the traditional Walter policy of supporting the Government of the day, but with complete independence.

GRAVITY OF THE REPARATIONS QUESTION.
OPPOSING BRITISH AND FRENCH SCHEMES.

LONDON, October 23rd.

The accelerated collapse of the mark is focusing attention upon the gravity of the reparations question. According to Reuter's correspondent at Paris a big tug of war is proceeding among the Reparations Commission, where the opposing British and French schemes are being considered.

Sir John Bradbury, particularly objected to the wide powers of control which the French propose to confer on the Committee of Guarantees as exceeding the Allies' juridical powers and likely to hasten instead of avert a financial crash in Germany. The British representatives are of opinion that no time should be lost in taking practical measures, if not already too late. An acute political crisis is apparently approaching in Berlin, where nervousness and gloom, emanating from political circles, as the possibility of the Socialist withdrawal from the Government. Discussing social disorders it is feared that the French plan will naturally be unfavourably received in Germany, where it is still insinuated that France is more bent upon political than financial aims. It is difficult to believe, however, that France does not desire a satisfactory solution, in view of the parlous state of her own finances as just revealed by the Chamber's Budget Report, who points out that over a milliard sterling was borrowed in 1921-22, and that unless the present methods are changed France will be obliged to borrow £1,250,000,000 sterling in the next three years. Nearly a milliard is still required for reconstruction of the liberated regions.

[A Paris cable of the 21st inst. stated: The French memorandum on the subject of securing reparations from Germany has been handed to the Reparations Commission. The proposals favour a Committee of Guarantees which will proceed to Berlin and impose upon the German Government measures for the supervision of revenue and expenditure, or the immediate stopping of the export of capital. It is proposed that the Committee be entitled to call information regarding German finances. Other proposed measures include strict financial control, and placing the Reichsbank under Allied control. Germany shall continue to levy at least 25 per cent. on exports, which, with customs and export duties, will be under the supervision of the Committee of Guarantees and suitable if the Reparations Committee considers Germany is not fulfilling her obligations.]

THE JOHANNESBURG REVOLT ASCRIBED TO POLITICAL AND COMMUNIST INTRIGUE.

PASTORIA, October 23rd.

The report of the Martial-Law Commission, which has inquired into the revolt at Johannesburg ascribes the revolt to the desire of the nationalist elements to profit by the industrial disturbance in order to obtain a republican form of government, to the formation by the strikers of commands and their gradual conversion into military units, to the strikers' belief that armed assistance would be forthcoming from the Free State and the Transvaal, and to the industrial leaders' weakness in allowing armed commands to usurp power, also to intrigues by the Communist Party.

INTERNATIONAL LABOUR CONFERENCE.

COMPLAINTS BY JAPANESE AND INDIAN DELEGATES.

GENEVA, October 23rd.

At the International Labour Conference the Japanese workers' delegate accused the Japanese Government of failing to carry out the decisions of the Washington Conference.

Mr. Joshi, the Indian workers' delegate, pointed out that the Labour Conventions had not been applied in many Crown Colonies and Indian States. He urged the governing body of the Labour Office to take up the matter.

PROHIBITION ON THE HIGH SEAS.

U.S. COURT REFUSES INJUNCTION.

NEW YORK, October 23rd.

Judge Hand, of the United States Federal Court, dismissed the motion of the foreign shipping companies for a permanent injunction against the Federal order under the Daugherty ruling, but extended the stay of execution temporarily, provided that the steamship companies filed an immediate appeal to the Supreme Court.

Suits by American steamship companies were similarly dealt with.

OBITUARY.

DR. LYMAN ABBOTT.

NEW YORK, October 23rd.

The death has occurred of the Rev. Lyman Abbott, Editor of the *Outlook*. (Dr. Lyman Abbott, who was born at Roxbury, Mass., in 1835 and was educated at Harvard, had been called to the Bar and ordained in the Ministry. Subsequently he had a long career as a journalist, and was appointed Editor of the *Outlook* in 1892. He wrote several volumes, some of a devotional nature.)

FAR EASTERN CABLE NEWS.

(Continued from page 4.)
(THROUGH REUTER'S AGENCY.)

BANQUE INDUSTRIELLE AGREEMENT.

COPIES OF APPROVING BILL DISTRIBUTED IN FRENCH CHAMBER.

PARIS, October 23rd.

Copies of the Bill approving the Sino-French Agreement, in regard to the Industrial Bank, which was concluded at Peking on July 9th and 17th, have now been distributed in the Chamber. By this agreement the French share of the Boxer Indemnity will be employed for the redemption and payment of interest on the bonds held by the creditors of the Industrial Bank in the Far East, also for the foundation and upkeep of various Franco-Chinese institutions, which will serve to strengthen the friendship between the two peoples.

The Bill consists of a single Article, authorising the President of the Republic to ratify and execute the Agreement. The hope is generally expressed that the Bill will be passed as promptly as possible.

NEW APPOINTMENT TO CHINESE LEGATION IN LONDON.

LONDON, October 23rd.

Wun Shu Ging has been appointed Third Secretary to the Chinese Legation, London, in succession to Tsai Li Chuan who has been transferred to the Foreign Office at Peking.

[BY COURTESY OF THE "CHINA MAIL"]

STRAITS LEGISLATION.

RUBBER RESTRICTION AND INCOME TAX.

SINGAPORE, October 24th.

The bill restricting rubber was introduced into the Legislative Council yesterday, also an Income Tax Bill which reduces the tax next year, incomes under \$600 a month being exempted.

IS AMERICA "GOING WEST"?

STARTLING THEORY OF A SCIENTIST.

Dr. J. W. Evans explained to the British Association, last month, the alarming theory of a German, named Wegener, who believes that America, having gone dry, is now going west.

But that is not all. This theory maintains that all the continents are slowly drifting from the poles and from east to west. It seems that the world has broken loose.

Dr. Evans said that Professor Wegener believed it to be proved by observations at European observatories and at Washington that the continents are moving.

Professor Wegener is under the impression that America is going west faster than Europe, and that the longitude of Cambridge, Massachusetts, is increasing, while Greenland is moving in the same direction at a still more rapid rate.

KOWLOON THEATRE.

TO-NIGHT'S BIG ATTRACTIONS.

Not content with providing a weekly dance in addition to the daily picture show at the Kowloon Theatre, the enterprising management of Hongkong Amusement, Ltd., is setting itself out to ensure that residents on the peninsula get a fair share of all that is going in the way of vaudeville as well.

To-day marks the appearance at the Kowloon Theatre, for a short season, of Madame Soler di France, the Spanish Opera star, who sings equally well in half-a-dozen languages, and will be seen this evening in a song and dance offering of unusual merit. Supporting her, is an eccentric personality known as "Rizetto"; as to whether he is a human being or an animated doll the audience will probably have considerable difficulty in deciding. A second attraction announced for to-night is the screening of the first Finnish picture to be shown in the Colony. Entitled "Flame of Life," it is built around a love story of great dramatic interest, and is remarkable for the beautiful glimpses of Scandinavian scenery it affords.

BRITISH NORTH-BORNEO COMPANY'S REPORT.

DECIDED FALL IN REVENUE.

LONDON, October 23rd.

The report of the British North Borneo Company for 1921 shows that the total receipts were £204,000 and expenditure £256,000, the surplus being £147,000, as compared with £223,000 in 1920. A dividend of 3 per cent. indicates a decline in the net revenue compared with 1920, due to the fact that there is little sign of a revival in that part of the Eastern Hemisphere, including Malaya, China, the Dutch Indies, and Borneo. In view of the necessity of continued assistance to subsidiary companies, it is essential, as far as possible, to conserve the Company's cash resources.

PERFORMANCE BY CHINA'S CHIEF ACTOR.

ENTHUSIASTIC RECEPTION AT TAI PING THEATRE.

After a postponement of four days on account of the late arrival of the C.N.C. steamer *Kanchow*, by which the majority of the troupe of Northern actors travelled, Mr. Mei Lan Fong, China's most celebrated actor, made his first appearance, last night, at the Taiping Theatre. The theatre had been specially decorated for the occasion, presenting a very gay appearance. The seating accommodation, which had also been rearranged, was taxed to the utmost by a large and appreciative audience.

Last night's performance consisted of five one-act plays. The first four items were historic plays and consisted mostly of fighting between warriors, who were dressed in sumptuous robes. Mr. Mei Lan Fong appeared in the fifth act and played the leading rôle, impersonating a fairy. The costumes worn in this act, which is in celebration of the birth of the Mother-Goddess, were so gorgeous and beautiful that the whole stage was transformed into a fairyland.

At the conclusion of the performance Mr. Mei Lan Fong was the recipient of many floral offerings from his admirers in the audience.

PETROLEUM IN CHINA.

CRAMPING EFFECTS OF GOVERNMENT MONOPOLY.

The *Chung Mei New Agency* says:—

In a recent paper contributed to the *Bulletin of the China Institution of Mining and Metallurgy*, Messrs. P. Bad and W. F. Collins discuss the possibilities of an oil shale industry in China. They point out, however, that at the present time the prospects of such an industry must be considered a minus quantity owing to the restrictions imposed by Government upon working.

Art. 6 of the Mineral Enterprise Regulations of 1914, now in force, contains a clause: "The working of salt and petroleum is a State monopoly (chuan pan), and these minerals are not included in the three classes of minerals (classified for exploitation) above enumerated." In point of fact, the State works neither salt nor petroleum deposits in China. In the case of salt, it controls marketing under a rigid system of taxation. Petroleum was placed under a ban in 1914, on account of the granting of special rights under a Government contract signed on February 10th, 1914, with the Standard Oil Co. of New York. This contract gave the company one year in which to prospect certain petroleum-bearing properties. Until such properties were proved satisfactory or otherwise, the Chinese Government undertook not to grant to any other foreigners concessions for their development. The deposits mentioned in the Standard Oil agreement were the Yen-chang, Yen-an, and adjoining fields in Shensi Province, together with Cheng-fu (Fehol) and adjoining fields in Chihli Province.

Early in 1917 the Standard Oil Co., failing to negotiate a satisfactory final agreement, and also to find oil in the districts explored, announced abandonment of the contract originally made. At the same time the Chinese Government decided to liquidate the National Oil Bureau, an organisation founded to co-operate with the Standard Oil Co.

In reply to an interpellation in the Chinese Parliament, early in 1917, it was explained that there was no desire to transfer the ownership of the oil deposits to the Government, nor had it been decided to purchase and take over the enterprises of Chinese companies which were actually working four oil wells producing small quantities of oil, with machinery installed by Japanese engineers.

More recently, Mr. Huang Hsi-ling has petitioned the Chinese Government urging that the Government monopoly for oil be relaxed; that the deposits be opened to the people for exploitation on a royalty basis; and that claims made by certain Japanese merchants interested in the Yen-chang oil wells for damages during the Revolution be liquidated. The Government appears to have taken no official action either in favour of or against this petition.

As the exploitation of petroleum remains a Government monopoly, no prospector petitioning for a prospecting permit is likely to have his petition granted. Consequently, in the case of petroleum, the Government is cramping the prospector's individual initiative, one of the finest assets the mineral industry of any country can possess.

EX-KAISER'S BOOK.

REPLY VOLUMES BY M. VIVIANI AND MR. ARQUITH.

After securing the world rights to the ex-Kaiser's memoirs for 250,000, M. Clinton Bramhard has arranged with M. Viviani and Mr. Arquith to write reply volumes. It is reported in Berlin that one of the most sensational chapters in the ex-Kaiser's book deals with his offer of the restoration of temporal power to the Pope in the event of the latter being successful in his peace mediation.

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MIRTH ANALYSED.

JOKES THAT YOUTH ENJOYS.

There is a boy who never laughs, and hence is "investigating" him.

He is the "find" of Dr. C. W. Kimmins, psychologist and educationist, who told of his discovery in an address on "The Sense of Visual Humour in Children," delivered to the psychology section of the British Association last month.

"When asked to give an account of the funniest sight he had ever seen," said Dr. Kimmins, "this boy, who is fourteen years of age, said he had never seen a funny sight. Inquiries seemed to indicate that he never derives any pleasure from the contemplation of a humorous situation. He is quite intelligent."

When he was asked if he ever went to the cinema he replied: "Oh, yes, I go because the other boys go, but I have never seen anything in the cinema to laugh at."

It is an interesting case," commented Dr. Kimmins, "and will be further investigated."

Professor McDougall has developed a new theory of laughter, the basis of which is that if you did not laugh you would have a pain. His way of putting it is:

The biological function of laughter is defence of the organism against the many minor pains to which man is exposed by reason of the high sensitivity of his primitive sympathetic tendencies."

JOYFUL SIGHT.

Dr. Kimmins had his doubts about this, and justness, as a cause of laughter, what he called "the typical case" of the fat man in the street wildly pursuing his hat on a windy day.

"I cannot imagine," he said, "such a sight injuriously affecting the most highly sensitive onlooker."

Dr. Kimmins has been finding out what funny sights make children laugh most. "In the domestic life of the child," he said, "the dog and cat are relegated on the pedestal of the fairy story, and are endowed by the children with a much higher range of ability and intelligence than is granted to them by adults."

A classification of adult relatives who make the children laugh was unflattering to father and uncle. "The mother," said Dr. Kimmins, "is rarely the object who provokes laughter. It is generally the uncle, and less frequently the father. Occasionally the aunt appears as the mirth-provoking element." He added that children frequently rejoiced at the failure of father, but never criticised mother. He quoted one girl, who remarked: "It takes a lot to make father laugh, but even he had to join in."

HARVEST OF HUMOUR.

Dr. Kimmins said that occurrences in trains, tramcars, and omnibuses provided a rich harvest of humorous situations which were much quoted by children of all classes.

He gave us typical examples these two records by a boy and a girl:—

The boy:—

"One evening my mother and I were in a District Railway train which was rather crowded. When the train stopped at a station a woman entered the train. A man rose, and the woman said, 'It is quite all right, keep your seat, for I am going to get out soon.' With that she pushed him back into his seat. Again the man rose, and again the lady pushed him back. The man, after being pushed back three times, said, 'When you've finished I want to get out.'"

The girl:—

"One day my brother, auntie, and I were travelling on the Underground Railway. There was an automatic machine standing in a corner where you put the money in and the ticket falls out. My brother said to auntie, 'That is where you get the tickets,' so auntie walked up to the machine, bent her head down and asked the machine for three to Paddington. Of course, we all started laughing, even auntie."

Dr. Kimmins laid down the great fundamental truth that the man who provokes most mirth in street accidents is nearly always a fat man.

THE FIFTH COMMANDMENT.

SON TO KNEEL ON FATHER'S GRAVE.

Mr. Robert Henry Easty, of Burdett House, Burdett-avenue, Westcliff, South-end, who died on July 16th last, left estate of the gross value of £1,594, with net personality £211. The testator left all his property to his wife during widowhood, with remainder to his children and his sister Emily Martha Easty, but directed that the share of his son Samuel should not be paid to him unless and until he should have carried out the following condition:—

"My said son shall go to my grave, and kneel and repeat the Commandment, 'Honour thy father and thy mother, that thy days may be long upon the land which the Lord thy God giveth thee.' This shall be done at the hour of twelve o'clock in the presence of a Baptist minister (if possible), who shall receive one guinea for being present to witness, and also a cemetery superintendent shall be present to witness, and shall receive a like amount of one guinea. The said Baptist minister and cemetery superintendent shall afterwards sign a certificate of my said son having complied with this condition, and shall hand it to my said son in proof of his having carried out this condition."

If his said son should fail to carry out this condition within twelve months of the death or remarriage of the testator, his widow's share is to be forfeited and divided between the other residuary legatees, and the decision of the trustees as to whether this condition has been properly carried out is to be final.



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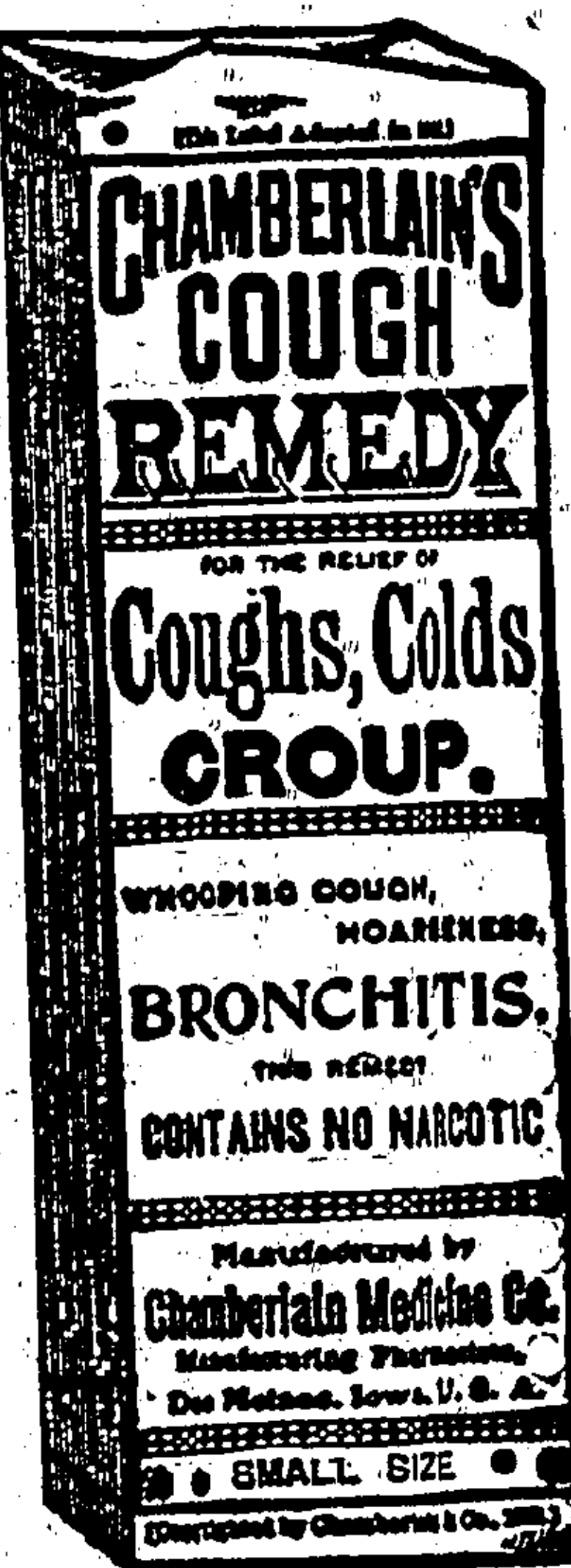
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WANTED.—Lady travelling to England in bus in February requires NURSE to look after 3-year-old child during journey. First class passage to London offered in exchange for services. Apply Box V.F., c/o Daily Press Office. [238]

TO BE LET.—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowring's Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply, Z, office of this paper. [234]

RETRIAL OF A RECENT FAMOUS CASE.

The retrial of the famous Russell divorce case—the Hon. John Hugo Russell, eldest son of Lord Amphil, against his wife, the Hon. Christabel Hulme Russell—is down for hearing during the Michaelmas Law Sittings. The case concerns the paternity of Mrs. Russell's child. After a trial of nine days, it will be remembered, the jury found that in two of the allegations against Mrs. Russell there had been no misconduct. The jury disagreed as to the charge of misconduct between Mrs. Russell and an unknown man, and it is this which forms the subject of the retrial.

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THE QUEST OF TRUTH: DEAN INGE ON DOGMA AND REALITY.

Dean Inge preached before the members of the British Association at Holy Trinity Church, Hull, on September 10th. He said that the later Greek philosophers in the longest period of unfettered speculation the human race had ever enjoyed still thought that the worlds had souls higher in rank than those of individuals. There was nothing absurd in this belief, but without any concessions to mythology the imagination of thoughtful men had been very deeply stirred by the illimitable vistas of space and time which modern science had opened out to us. Did we really suppose, however, that the star because it had a very bulky body must have a correspondingly large soul, or that the Creator set more store by an enormous gasbag than by the spirit of a saint or hero?

What was really meant by the exhortation to worship the hypothetical Creator, and sustainer of the starry heavens? Was it not a characteristic tendency of industrial civilization to think of everything in terms of ownership, and was it really a faulty argument for them to ask whether so eligible a property as the universe could possibly belong to nobody? Did we ever unconsciously argue that as we bowed respectfully to a duke who owned a hundred thousand acres we ought to pay infinitely greater respect to the largest of all landed proprietors, who possessed a million estates, each a million miles in diameter, and whose title deeds were millions of years old? American writers, absurdly enough, no doubt, were beginning to talk about the "democratic idea of God," which was apparently that He was a spirit among other spirits with rather less power than the President of the United States.

"I think we must admit," the Dean continued, "that we are prone to attach too much importance to mere bigness. The vast majority of the heavenly bodies are unfitted to be the abode of conscious life and can only illustrate on a large scale the laws of inorganic evolution. But the scientific view of the world has much more to teach us than some of its critics are willing to admit. Science is the principal vehicle of revelation to us in the twentieth century. It has modified our whole way of looking at things. The idea of evolution has transformed our outlook in dealing with almost every subject, including history, politics, and theology. Belief in uniform natural laws has banished the old notion of two orders, the natural and the supernatural dovetailing into each other on the same plane, a notion which greatly retarded the progress of knowledge. The scientific temper is as great an asset to humanity as scientific discovery. Nowhere else do we find such disinterested devotion to truth, such unquenchable faith in the power and value of disciplined intellectual labour, such bold sweeps of imagination checked by such punctiliously accurate experiment. The air breathed by science is like that of the mountain heights, thin but pure and bracing. The real man of science cannot be charged with a childish love of bigness. He is often more interested in the infinitely little than the infinitely great.

Science has affected both theology and morality in many ways, and must affect them much further. After four hundred years, the Church has still failed to adapt her cosmology to the discoveries of Galileo. Officially, our clergy still have to live in a pre-Copernican universe; otherwise certain dogmas on which the Church insists would have no meaning. The battle against the dead hand of authority is not yet won, but the issue is certain. The educated Christian has already succeeded in getting his creed within the framework of the universe as we know it to be, and as the people, more especially women, become better educated, there will be less resistance to the reconstruction of that part of the building which is obviously crumbling. When this necessary work is done, it will be found that religion is not a pin the worse. In morality, as in theology, there is still very much to be done in enlightening the intelligence and conscience of the public. New knowledge has come quickly, and morality is intensely conservative.

Some had thought it possible, he proceeded, to prove the theistic position by the methods of natural science, but no argument which abstracted from the religious experience could ever lead to the God of religion. They could take any branch of science they liked, and they would find that it was built throughout upon the evolution of experience. They could take any religion, and they would find it was built upon what were believed to be facts. The proposed delimitation of territory would be equally fatal to both sides. The sciences dealt almost entirely with objects which could be weighed and counted. Their standards were almost entirely quantitative. These methods were enough to ascertain the truth about certain aspects of reality, but they did not attempt to explain reality as a whole, or, if they did, the attempt was a failure.

24 BULL'S EYES.

A World's record rifle score was made at Bisley by Mr. J. H. Smith a well-known City shot. He was taking part in a competition of the London and Middlesex Counties Rifle Association. Firing under King's Prize, first stage, conditions (seven shots at 200, 600 and 600 yards), he made the highest possible score of 35 points at every range, and so finished with an aggregate of 105 points out of a possible 105. He also had a bull's eye with each of his sighting shots, so that he scored 24 consecutive bull's eyes. Early last year Mr. C. Hill, a veteran shot, totalled 105, but did not get bull's eyes with his sighting shots, and that score had never been equalled before on any rifle range.

PRINCE GEORGE OF SERBIA: HIS INSULTS TO HIS KING.

It was recently reported from Belgrade that King Alexander of Yugoslavia had decided that his elder brother, Prince George, should be deprived of all communication with the Royal House for a period of twenty months, and that during the period he should live at the fortress of Nish, under the surveillance of the authorities. Commenting on Prince George's behaviour in the Yugoslavia capital, our Correspondent writes:

Some of the Prince's recent public actions, which have created a great scandal here, have been such as to raise doubts as to his sanity. For instance, he would spend a morning in going about the Royal garage erasing the Royal coat of arms from the cars and carriages. He would drive about the town in a motor-car distributing sheets of paper bearing inscriptions, insulting the King, who was absent from Belgrade on account of his wedding. One of the sheets bore the legend: "Beware of the fellow with the big red nose."

These acts are among the last of a series of deliberate insults to the King. While in Paris Prince George kept up a running fire of insolence by means of open letters or interviews given to various newspapers. In these statements he accused the King of not allowing him an income sufficient to live on, though he was receiving £240 regularly every month, in addition to which he had his military pay and allowances. He recently put forward a demand for £20,000 a year. This was refused, but the Government, it is understood, had decided to grant him £20 a day.

It is difficult to believe that the matter of allowances is the root of his disorder. Prince George, from his childhood, had been addicted to violence, and because of his exhibition of temper it was considered desirable in the interests of the State that he should renounce his succession to the throne in favour of his brother, Prince Alexander, the present King. After his renunciation he lived a retired life, but on the outbreak of the first Balkan War he applied for a command. His request was refused. His brother, Prince Alexander, was given the command of an army. The refusal and his brother's selection appears to have rankled in his breast, and to have developed in him intense dislike of Prince Alexander, which manifested itself during the second Balkan War.

When the Great War broke out and Belgrade was attacked by the Austrians, Prince George placed himself at the head of a troop of Serbians who took a valiant part in the defence of the city. He showed himself a courageous fighter, and the military authorities accepted his services tacitly. Later he was seriously wounded in action at Tesc. He was sent to France for his convalescence, and soon afterwards received promotion to lieutenant-colonel for bravery in the field. This promotion he refused. When King Peter died and the young King Alexander was laid up in Paris, as the result of an operation, Prince George appeared in Belgrade, but left on the eve of the return of his brother. He refused to be present at the Royal wedding, but as soon as the King went on his honeymoon he again reappeared.

The recent decision provisionally to deprive Prince George of his Royal rights is the first step in the regular procedure, according to the Statutes regulating the succession, to permanent deprivation.

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Speed—8½ knots.
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TSINGTAU via SHANGHAI	"HANGSANG"	Wednesday, 25th Oct.	Noon
TSINGTAU via SHANGHAI	"YATSHING"	Thursday, 26th Oct.	10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 27th Oct.	10 a.m.
SHANGHAI via SWATOW	"WINGSANG"	Friday, 27th Oct.	10 a.m.
MANILA	"LOONGSANG"	Friday, 27th Oct.	3 p.m.
NEWCHOW via SHANGHAI	"VAISHING"	Saturday, 28th Oct.	4 a.m.
BANGKOK via SWATOW	"DRUFAR"	Tuesday, 31st Oct.	10 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 3rd Nov.	Noon
TIENTSIN	"CHEONGSHING"	Friday, 3rd Nov.	Noon
BANGKOK via SWATOW	"CHUNSHANG"	Tuesday, 7th Nov.	10 a.m.
BANGKOK via HOIHOW	"HOSANG"	Wednesday, 8th Nov.	3 p.m.
STRAITS & CALCUTTA	"MAUSANG"	Thursday, 10th Nov.	Noon
SANADKAN	"FOOKSANG"	Friday, 10th Nov.	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 14th Nov.	Noon
KORE	"KUTSANG"	Thursday, 16th Nov.	Noon

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SHIPPING NEWS

ARRIVALS

October 24th.
British Star, 2,000 tons, Capt. C. Marsh, from Singapore, with a general cargo. G. H. Livingston & Co.
Chinese Star, 2,400 tons, Capt. J. H. van den Berg, from Tientsin, with a general cargo. Yee Woe S.S. Co.

October 24th.
Cherbon Maru, Japanese str., 2,351 tons, Capt. O. Hishida, from Kobe, with a general cargo. Nanyo Yusen Kaisha.
Chinkiang, British str., 3,153 tons, Capt. J. O. Jones, from Los Angeles. Asiatic Petroleum Co.
Akron Maru, Japanese str., 3,147 tons, Capt. J. Hoshino, from Keelung, with coal. Suzuki & Co.

Kuchino, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin, with a general cargo. B. & S.
Kyokuto Maru, Japanese str., 2,800 tons, Capt. S. Takagi, from Chinwangtao, with coal. Doddwell & Co.

Manila, British str., 3,901 tons, Capt. Armitage, from Shanghai, with a general cargo. Mackinnon, Mackenzie & Co.
Oudekerk, Dutch str., Capt. G. J. J. L. van der Meer, from Manila, with a general cargo. J. C. J. L.

Sakuma, American str., 3,008 tons, Capt. Jones, from Shanghai, with a general cargo. Admiral Line.
Sesitan, British str., 1,621 tons, Capt. D. Thomas, from Amoy, with a general cargo. Kien Sang.

Shingo Maru, Japanese str., 6,351 tons, Capt. M. Jiro, from San Francisco, with a general cargo. T. K. K.
Sunee Maru, Japanese str., 6,100 tons, Capt. K. Okamoto, from Shanghai, with a general cargo. N. Y. K.
Taiqua Maru, Japanese str., 1,254 tons, Capt. K. Katsuramaki, from Keelung, with coal. Y. K. K.

Telamachin, British str., 1,340 tons, Capt. Wm. Anderson, from Saigon, with rice. Wo Fat Shing.
Van Oerstraten, Dutch str., 2,526 tons, Capt. L. J. Claassen, from Singapore, with a general cargo. J. C. J. L.

Yachting, British str., from Canton.

CLEARANCES

October 23rd.
President Jefferson, for Manila, Soochow, for Canton.

October 24th.
Bellerophon, for Manila.
Chikung, for Swatow.
Changchun, for Weihaiwei.
Chung Hing, for K. C. Wan.
Devonport, for Canton.
Fatum Maru, for Amoy.
Gregory Apsley, for Amoy.
Huiching, for Swatow.
Huiping, for Swatow.
Java Maru, for Swatow.
King Yuen, for Swatow.
Laisang, for Singapore.
Manila, for Singapore.
Phua Seng, for Bangkok.
Sarichou, for Swatow.
Sesitan, for Singapore.
Sunee Maru, for Singapore.
Xinshing, for Shanghai.

PASSENGERS

ARRIVALS

Per N.Y.K. s.s. *Sunee Maru*, on October 24th:—For Hongkong: Mr. C. Jex, Mr. J. B. Suttors for Marseilles; Mrs. A. Borton, Mrs. S. Borton, Mr. V. K. Bjerre, Miss L. St. Jean, Mr. and Mrs. Jayrsky, Mr. and Mrs. E. Sallege, Mr. and Mrs. W. E. L. Sweet, Major and Mrs. C. H. D. Smith, Miss B. C. Smith, Mr. R. Walter; for London: Mr. F. G. Davis, Mr. and Mrs. A. M. Dickinson, Miss J. Dickinson, Mr. N. Hori, Miss M. L. Knight, Mr. and Mrs. J. W. Jay, Capt. and Mrs. D. A. James, Mrs. H. L. Lord, Miss E. V. Parry, Capt. K. E. Peterson, Mr. and Mrs. Starling, Miss J. E. Starling, Mrs. E. C. Bennett, Mrs. S. M. Henburg, Mr. and Mrs. O. E. M. Olive, Mr. A. J. Whitmore and many Japanese passengers, making a grand total of 153.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Asia* is due here at noon to-morrow (Thursday), and will berth at Pier No. 5, Kowloon Wharf.

The R.M.S. *Empress of Canada* left Vancouver for Hongkong and Japan ports and Shanghai on October 19th, is due to reach Yokohama on October 30th and Hongkong about November 6th.

The B.I. s.s. *Tanda*, left Shimoda on October 22nd, and is due at Hongkong on October 28th.

The B.I. s.s. *Egra* left Singapore on October 22nd, and is due at Hongkong on October 27th.

VESSELS EXPECTED

Achilles (Blue Funnel), due October 28th.
Albatross (Blue Funnel), due Nov. 2nd.
Eastern (E. & A.), due Nov. 3rd.
Empress of Asia, due October 28th, noon.
Kamakura Maru (N.Y.K.), due Nov. 3rd.
Kawachi Maru (N.Y.K.), due Oct. 27th.
Pres. Cleveland (P.M.), due Nov. 11th.
President Pierce (P.M.), due Oct. 27th.
Pyralis (Blue Funnel), due October 31st.
Tamba Maru (N.Y.K.), due October 28th.

WEATHER REPORT

Oct. 24th at 1933.—Pressure has decreased moderately from Shanghai to S.W. Japan and slightly from the Loochoo to Hongkong and the Philippines.

The anticyclone is now central near Tokyo.

Hongkong rainfall for the 24 hours ending at 10 a.m.: 4th Oct., 0.00 inch. Total since January 1st, 68.12 inches, against an average of 79.95 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Gap Rock: NE or variable winds, moderate to light; fair.

Formosa Channel: No name as No. 1.

South coast of China between Hongkong and Lamooki: The same as No. 1.

South coast of China between Hongkong and Hainan: The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 24th.

Previous Day	On Date	On Date
at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	29.93	29.89
Temperature	77	75
Humidity	76	90
Wind Direction	E	East
Force	3	2
Weather	0	0
Rain	0.00	0.00

Highest open-air Temperature on 23rd... 77

Lowest open-air Temperature on 24th... 75

HONGKONG TIDE TABLE

From Oct. 25th to 31st, 1922.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	25	1 15	5 1	6 37	1 8
Thur.	26	0 21	7 3	5 46	4 0
Fri.	27	3 11	4 4	8 25	4 4
Sat.	28	1 10	6 8	5 42	2 9
Sun.	29	4 31	5 0	10 6	3 5
Mon.	30	2 14	6 0	9 14	4 9
Tues.	31	3 43	6 1	11 15	3 5
		8 27	5 3	11 23	4 6
		5 9	6 0	0 4	3 5
		6 59	5 7		
		6 14	6 0	0 32	4 1
		7 35	6 0	0 43	3 5

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HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "CHINA" s.s. "NILE" s.s. "NANKING"

Nov. 27th. Dec. 12th. Jan. 5th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

PRINCIPAL OFFICES: 100 HONG KONG STREET.

TELEPHONE: PASSENGER DEPT., TEL: FREIGHT DEPT. & AGENT, Central No. 1834.

CABLE ADD: "CHMAIL" (34)

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N. Y. K.

SAVING SUBSIDY TO ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU ... Friday, 10th Nov., at 11 a.m.

YOMARU ... Sunday, 3rd Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Wednesday, 25th Oct., at 11 a.m.

FUSHIMI MARU ... Wednesday, 8th Nov., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

DAKAR MARU ... Tuesday, 7th Nov.

LIVERPOOL via MARSEILLES.

TAJIMA MARU ... Friday, 10th Nov.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.

NEW YORK via PANAMA.

MAYBACH MARU ... Saturday, 23rd Oct.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIE

BOMBAY via Singapore and Colombo.

TAJIMA MARU ... Friday, 27th Oct.

CAICOITA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Monday, 30th Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAWACHI MARU (omitting Shanghai) ... Saturday, 23rd Oct.

TOKUSHIMA MARU (omitting Nagasaki) ... Monday, 30th Oct.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 223 & 224. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Dewey" ... Due Hongkong 28th Oct.

U.S.S. "Elkridge" ... Leaves Hongkong 30th Oct.

U.S.S. "Elkridge" ... Due Hongkong 10th Nov.

U.S.S. "Elkridge" ... Leaves Hongkong 12th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

U.S.S. "West Chopaka" ... Due Hongkong 2nd Nov.

U.S.S. "West Chopaka" ... Leaves Hongkong 3rd Nov.

U.S.S. "West Chopaka" ... Due Hongkong 22nd Nov.

U.S.S. "West Chopaka" ... Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRITS & JAVA.

1st Floor, Powell's Building, Central Phone No. 3008.

G. P. BRADFORD, Res. Agent.

G. P. BRADFORD, Res. Agent.

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"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF ORAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 "CITY OF YOKO" ... beg. Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 780)

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"BELLEROPHON" ... via Suez Canal ... 25th October.
 "KENTUCKY" ... via Suez Canal ... 5th November.
 "TEUCER" ... via Suez Canal ... 15th November.
 "CITY OF CANTON" ... via Suez Canal ... 25th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

REISS & CO.,

CANTON.

[75]

M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AZAY LE RIDEAU	—	—	31st Oct.
PORTHOS	—	—	14th Nov.
ARMANDJEHIC	22nd Sept.	27th Oct.	28th Nov.
PAUL LEGAT	—	—	—
ANDRE LEBON	20th Oct.	24th Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... £138. 14s. 6d. ... B CLASS (1st Class) ... £120. 6s. 0d.
 STEAMERS (2nd) ... £101. 12s. 0d. ... STEAMERS (2nd) ... £86. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (CARGO BOATS).

"IT. DE MISSISSY" ... sailing on October, for HAVRE, DUNKIRK & ANTWERP.
 Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 of 10 Days)

HAIPHONG ... Capt. W. B. Turnbull ... Friday, 27th Oct., at 12 Noon.
 HAIPHONG ... Capt. W. C. Pasmore ... Tuesday, 31st Oct., at 1 p.m.
 HAIPHONG ... Capt. J. S. Thomson ... Friday, 3rd Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India

Apcar and

Eastern & Australian

Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	11,000	25th Oct. 11 a.m.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,064	8th Nov.	Marseilles, London & Antwerp.
"KARMA"	7,000	22nd Nov.	do.
"KASHGAR"	9,000	8th Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,390	27th Dec.	do.
"SARDINIA"	4,580	10th Jan. 1923	do.
"NELORE"	4,583	24th Jan.	do.
"DELTA"	5,097	7th Feb.	do.
"KALYAN"	5,097	21st Feb.	do.
"KASHMIR"	8,064	7th Mar.	do.
"KHIBER"	8,914	21st Mar.	do.
		4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" ... 7,000 ... 29th Oct. 10 a.m. ... Singapore, Penang & Calcutta.
 "EGRA" ... 5,108 ... 2nd Nov. ... Singapore only.
 "GREGORY APCAR" ... 4,649 ... 14th Nov. ... Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (North)

"ST. ALBANS" ... 45,000 ... 1st Nov. ... Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union E.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR" ... 4,649 ... 25th Oct. D.L. ... Amoy, Kobe & Moji.
 "EGRA" ... 5,108 ... 29th Oct. ... Amoy only.
 "KARMA" ... 7,000 ... 4th Nov. ... Shanghai & Japan.
 "TANDA" ... 7,000 ... 4th Nov. ... Japan.
 "BOUDAN" ... 6,701 ... 8th Nov. ... Shanghai.

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must declare their own Hotel expenses at Singapore while await in the carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the sections of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Passengers' baggage not more than 16 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For further information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

32, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

AMAZON MARU ... Tuesday, 14th Nov.
 BUENOS AIRES, RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN ... Tuesday, 14th Nov.
 PANAMA MARU ... Tuesday, 14th Nov.
 SEATTLE MARU ... Tuesday, 14th Nov.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE.

SUMATRA MARU ... Saturday, 4th Nov.

HAIPHONG, HANGKOK & SINGAPORE—Regular monthly Passenger Service.

BUSHO MARU ... Friday, 3rd Nov.

CALCUTTA via SINGAPORE & RANGOON.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OYELAND POINTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

AMUR MARU ... Saturday, 18th Nov.

NEW ORLEANS LINE via SUEZ.

CELEBS MARU ... Thursday, 16th Nov.

JAPAN PORTS—Kobe & Yokohama.

KEELING, SWATOW & AMOY—Three Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KAIJO MARU ... Sunday, 29th Oct.

TAKAO via SWATOW & AMOY.

SOSHU MARU ... Thursday, 2nd Nov.

BATAGIA MARU (Takao direct) ... Friday, 3rd Nov.

Tel. Central No. 4060. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "GALIC PRINCE" ... End of November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 8165.

Telegrams (Furprince).

(Incorporated in Great Britain).

85, George's Building.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
HAIPHONG	"CHINKIANG"	On 25th Oct. 7 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 25th Oct. 7 a.m.
SAIGON	"KANSU"	On 27th Oct. D.L.
HOIHOW, FAKHOI & HAIPHONG	"KAIFONG"	On 27th Oct. 7 a.m.
WEIHOW, CHEFOO & TIENTSIN	"KURICHOW"	On 27th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SINRIANG"	On 28th Oct. 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	On 28th Oct. 4 p.m.
SWATOW, HOIHOW & SINGAPORE	"CHEKIANG"	On 29th Oct. 4 p.m.
CHEFOO & NEWCHANG	"CHIHUA"	On 30th Oct. 10 a.m.
SAIGON	"SHANGI"	On 31st Oct. D.L.
SHANGHAI	"CHITLI"	On 31st Oct. 4 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 31st Oct. 10 a.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 (Shanghai) Saloon accommodation, amusements, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone: Central 26.

(JOHN SWIRE & SONS, LTD.)

Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Ly. Hongkong for Manila, Port Banga, Sandakan & Auss. Ports.
---------	------------------------------	--

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares: Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone: Central No. 26.

(JOHN SWIRE & SONS, LTD.), Agents.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.

S.S. "WRAG CASTLE" ... sailing on or about 15th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 23rd October.

S.S. "VENEZIA" ... sailing on or about 25th November.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 8620.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA AND HONOLULU

S.S. "PRESIDENT LINCOLN" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 15th

S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

Leaves Hongkong

Arrives Manila

S.S. "PRESIDENT PIERCE" ... Oct. 28th ... Oct. 30th

S.S. "PRESIDENT CLEVELAND" ... Nov. 8th ... Nov. 10th

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FIELDING" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents at CANTON—REISS & Co.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
SHANGHAI	Swatow	25th inst.
JAPAN	Yokohama	25th inst.
SHANGHAI	Yokohama	25th inst.
CANADA, U.S.A., JAPAN, SHANGHAI & MANILA	Empress of Asia	25th inst.
STRAITS	Kawachi Maru	25th inst.
Europe via Suez (Letters and Papers, London, 15th Sept.)	Tokushima Maru	25th inst.

OUTWARD MAILS.

For	Per	DATE
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MANUELLES due Manilles 25th Nov.	Manila	Tuesday, 24th, 5.00 P.M. Wednesday, 25th, 9.00 A.M. Registration, 3.15 P.M. Letters, 9.00 A.M.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A. Central & South America & EUROPE via SAN FRANCISCO due San Francisco 16th November.	President Lincoln	Wednesday, 25th, 9.45 A.M. Registration, 10.00 A.M. Letters, 9.45 A.M.
Bangkok	Banka	Wednesday, 25th, 10.00 A.M.
Bangkok	Phan Samud	Wednesday, 25th, 2.30 P.M.
Philippine Islands	Satsuma	Wednesday, 25th, 2.30 P.M.
Batavia and Wuchow	Tainan	Wednesday, 25th, 4.30 P.M.
Amoy	Swatow	Wednesday, 25th, 5.00 P.M.
Shanghai and North China	Yokohama	Thursday, 26th, 9.00 A.M.
Swatow	Hongkong	Thursday, 26th, 2.30 P.M.
Batavia, Samarang and Sourabaya	Yokohama	Thursday, 26th, 3.30 P.M.
Hongkong, Peking and Haiphong	Kawachi Maru	Thursday, 26th, 5.00 P.M.
Saigon	Kawachi Maru	Friday, 27th, 9.00 A.M.
Batavia and Haiphong	Yokohama	Friday, 27th, 11.00 A.M.
Swatow, Amoy and Fuzhou	Yokohama	Friday, 27th, 2.30 P.M.
Philippine Islands	Yokohama	Friday, 27th, 2.30 P.M.
Wei Hai Wei, Chefoo and Tientsin	Kawachi Maru	Friday, 27th, 2.30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(DIRECT)

"EURYADES" 6TH NOV. London, Amsterdam & Antwerp.
 "IXION" 12TH NOV. London, Rotterdam & Hamburg.
 "DEUCALION" 18TH NOV. London, Rotterdam & Antwerp.
 "PHILOCTETES" 27TH NOV. London, Hull, Antwerp & Rotterdam.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

"ORESTES" 4TH NOV. Havre, Liverpool & Glasgow.
 "YANGTZE" 20TH NOV. Genoa, Marseilles, Liverpool & Glasgow.
 "DEMODOCUS" 1ST DEC. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA)

"PROTESILAUS" 7TH NOV. Victoria, Seattle & Vancouver.
 "ACHILLES" 5TH DEC.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

"BELLEROPHON" 25TH OCT. via Suez.
 "TEUCER" 15TH NOV. via Suez.

PASSENGER SERVICE

"PYRRHUS" 1ST NOV. for Shanghai & Japan.
 "PYRRHUS" 4TH DEC. for Singapore & London.
 "MENTOR" 23RD DEC. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & BROS., LTD.)

AGENTS.

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION. CAPITAL U.S. \$4,000,000. SURPLUS U.S. \$1,000,000.
 Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.
 Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, French, Piao and Local Currency upon application.
 Through our correspondents in all parts of the world we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES:

NEW YORK

HEAD OFFICE IN THE FAR EAST:

SHANGHAI

BRANCH OFFICES:

PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG

SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR, MANAGER.

DAIRY FARM NEWS.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

87, GEORGE STREET, HONGKONG.

Chairman of Board of Directors

Mr. WONG SHU HAM.

Chief Manager... Mr. L. S. HO.

Asst. Manager... Mr. K. T. WONG.

Hongkong Manager... Mr. L. F. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear

interests at rates of 3 per cent, 4 per cent, and

6 per cent, per annum, respectively.

L. S. HOLM.

Hongkong, October 2nd 1920.

PICNIC CHEESE

IN JARS:

30 CENTS PER JAR.

COMMERCIAL

OPENING QUOTATIONS

24th October, 1922.

Telegraphic Transfer ... 1/5
 Bank Bill, on demand ... 2/5 9/16
 Bank Bill, at 30 days sight ... 1/5
 Bank Bill, at 4 months' sight ... 1/5
 Credits, at 4 months' sight ... 1/5
 Documentary Bills 4 months' sight ... 2/5

On PARIS—
 Bank Bill, on demand ... 745
 Credits, 4 months' sight ... 750
 On NEW YORK—
 Bank Bill, on demand ... 55 1/2
 Credits, at 60 days sight ... 56 1/2

On BOMBAY—
 Telegraphic Transfer ... 158 1/2
 Bank Bill, on demand ... 158 1/2
 On CALCUTTA—
 Telegraphic Transfer ... 158 1/2
 Bank Bill, on demand ... 158 1/2

On SHANGHAI—
 Bank Bill, at sight ... 114 1/2
 Private, 30 days sight ... 114 1/2
 On YOKOHAMA—On demand ... 114 1/2
 On MANILA—On demand ... 114 1/2
 On SINGAPORE—On demand ... 114 1/2
 On BATAVIA—On demand ... 114 1/2
 On HANKOW—On demand ... 114 1/2
 On SINGAPORE—On demand ... 114 1/2

On SINGAPORE—On demand ... 114 1/2
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HONGKONG AND SHANGHAI

BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital ... \$10,000,000

Reserve Fund ... \$2,500,000

Reserve Liability of Proprietors \$10,000,000

Court of Directors:

G. M. DOWELL Esq., Chairman.

Hon. Mr. A. C. LEE, Deputy Chairman.

Hon. Mr. BERNARD, Esq., Hon. Mr. E. V. D. PARR

Hon. Mr. M. B. SMITH, Esq., Hon. Mr. W. L. F. FARMER, Esq.

Hon. Mr. T. M. ELLIS, Esq., Hon. Mr. H. F. WHITE, Esq.

Hon. Mr. R. HOLYOAK, Esq.

Chief Manager:

A. G. STEPHENS, Esq.

Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER & PARREY BANK, LTD.

CURRENT ACCOUNTS opened in local

CURRENCY and FIXED DEPOSITS

received for one year or shorter periods in

local Currency and Sterling at rates which

will be quoted on application.

Hongkong, March 2nd, 1922.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG & SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balance at 4 per cent

per annum.

For the HONGKONG & SHANGHAI BANKING

CORPORATION.

A. H. BARLOW,

Acting Chief Manager.

Hongkong, December 29th, 1920.

CHARTERED BANK OF INDIA,

AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1854

Head Office—London.

Paid-up Capital ... \$1,000,000

Reserve Fund ... \$2,500,000

Reserve Liability of Proprietors ... \$2,500,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.

J. L. BROOKHART,

Manager.

Hongkong, March 20th, 1921.

NEDERLANDSCHE HANDEN

MAATSCHAPPIJ.

(NEDERLANDSche TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 \$2,500,000

Paid-up Capital ... F. 50,000,000 \$1,250,000

Reserve Fund ... F. 19,445,800 \$1,250,000

Special Reserve ... F. 22,440,000 \$1,250,000

Head Office—Amsterdam.

Branches at:

The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES:

Batavia, Medan, Singapore

Banda, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

Beloon, Palembang, Soerabaja

SMOKED EVERYWHERE BY
(NEARLY) EVERYBODY.

No. 7. Motoring.

"THE MIXTURE OF
MATCHLESS MERIT.""GARRICK
MIXTURE"Lambert & Butler,
England.

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE MESSAGERS BANK OF INDIA,

Limited.

Head Office:

15, Gracechurch Street, London, E.C. 4.

Authorized Capital ... \$2,000,000

Subscribed Capital ... \$1,000,000

Paid-up Capital ... \$1,000,000

Reserve Fund ... \$1,000,000

BANKERS

THE BANK OF ENGLAND

THE LONDON JOINT CITY & MERRILL BANK

LTD.

BRANCHES:

Bombay, Hongkong, Kuala Lumpur, Rangoon

Calcutta, Hankow, Madras, Shanghai

Canton, Kobe, New York, Singapore

Dahli, Kanton, Peking, Yokohama

Galle, Kato Bharu Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange

business transacted.

INTEREST allowed on Current Accounts

at 3 per cent per annum on Daily Balance

and on Fixed Deposits at rates that may be

ascertained on application.

N. O. WILSON,

Acting Manager.

7, Queen's Road Central,

Hongkong, January 17th, 1922.

THE CHINESE MERCHANTS

BANK, LTD.

司公限有行銀商華

HEAD OFFICE

Alexander Buildings, Charter Road.

GENERAL Banking and Exchange business

transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed

Deposits received at rates which may be ascertained

on application.

The Bank also conducts a Savings Depart-

ment.

K. O. LAU,

Chief Manager.

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THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate

of the Republic of China on the 22nd

of November, 1917.)

Authorized Capital ... \$40,000,000.00

Paid-up Capital ... \$12,770,000.00

Reserve Funds ... \$4,607,078.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's

Road Central. Branches and correspondents in

all over China, and correspondents in

Europe, America, and other parts of the

world.

London Managers—The National Provincial

and Union Bank of England, Ltd.

The Grindley Trust Company of New York

New York Managers—The Irving National

Bank.

The Equitable Trust Company, New York.

Interest allowed on Current Accounts and

Fixed Deposits. Terms on application.

Every description of Banking business

transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYUMI FUN,

Manager.

Hongkong, September 25th, 1921.

THE BANK OF HANTAN,

Limited.

HEAD OFFICE:

No. 10 Des Voeux Road, C. HONGKONG.

Established 1919.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... 5,000,000.00

Reserve Fund ... 500,000.00

DIRECTORS:

Mr. Fung Wai Tze, Chairman.

Hon. Mr. Chow Shou Hon.

Mr. K. Y. Fung.

Mr. M. C. Hing Hong.

Mr. Fung Ping Shan.

Mr. P. K. Kwok.

Mr. K. C. Hing Nam.

Mr. Hing Tai.

Chief Manager ... Mr. K. Y. Fung.

Asst. Manager ... Mr. L. T. Fung.

BRANCHES & AGENCIES:

LONDON

PARIS

SHANGHAI

Kobe

NAGASAKI

SINGAPORE

TIENTSIN

MANILA

SAMARANG

CALCUTTA

London Managers—The London Joint City and

Merrill Bank, Ltd.

Every description of Banking and

Exchange business transacted. Loans

granted on approved securities.

Interest allowed on Current Deposits at the rate of

three per cent per annum on Daily Balance

and on Fixed Deposits at the following rates:

For 1 month at the rate of 3 per cent per annum

For 3 months at the rate of 3 1/2 per cent per annum